

# Zeitschrift



Vale Frank Watkins (1942-2022).

## February 2022

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**VW Tiguan 110TSI**  
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**Plus lots more...**



**The Legend Never Dies**

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

A member of the NSW Council of Motor Clubs.  
Affiliated with Motorsport Australia (CAMS).



# Club VeeDub Sydney Committee 2020-21.

<b>President:</b>	Steve Carter president@clubvw.org.au	0490 020 338
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<b>VW Motorsport Committee:</b>	Craig Adams Eddie Fleita	Barry Parks
<b>General Committee:</b>	Barry Parks Sam Nadile Sandy Benic Joe Buttigieg	Charlie Attard Jeff Swords Zelko Jurkovic
<b>Canberra Committee.</b>		
<b>President:</b>	Dot Bryan	clubveedubact@gmail.com
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<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council/Events:</b>	David Cook & Lachy Patton	
<b>Social Media:</b>	Dorothy Bryan	clubveedubact@gmail.com

## Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

## Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223

## Facebook:

[www.facebook.com/ClubVeedubSydney/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/clubveedubcanberra/](http://www.facebook.com/clubveedubcanberra/)



## Our magazine.

**Zeitschrift** (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2006-on) are available at [www.clubvw.org.au](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney*.

## We thank our VW Nationals sponsors:

### 33 years.

Andrew Dodd Automotive  
H&M Ferman  
Stan Pobjoy Racing Engineering

Vintage Vee Dub Supplies  
Volksbahn Autos Pty Ltd

### 25 years and over.

Aust VW Performance Ctre  
Mick Motors  
North Rocky & Import Parts

Shannons Car Insurance  
Wolfsburg Motors St Peters

### 20 years and over.

Harding Performance Cars  
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Mobile Model Cars and Toys  
Wayne Penrose Automotive

### 15 years and over.

All Metal Bumpers  
Black Needle Motor Trimming  
BWA Auto

VW Magazine Australia  
Wolfsburg Auto Melbourne

### 10 years and over.

Antique Tyres  
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Canberra VW Centre  
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Just Kampers

Motexion  
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Rod Penrose Racing  
Quik Strip  
Volkshome Automotive  
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Warby's Stickers

See the back page for all 2021 VW Nationals sponsors.

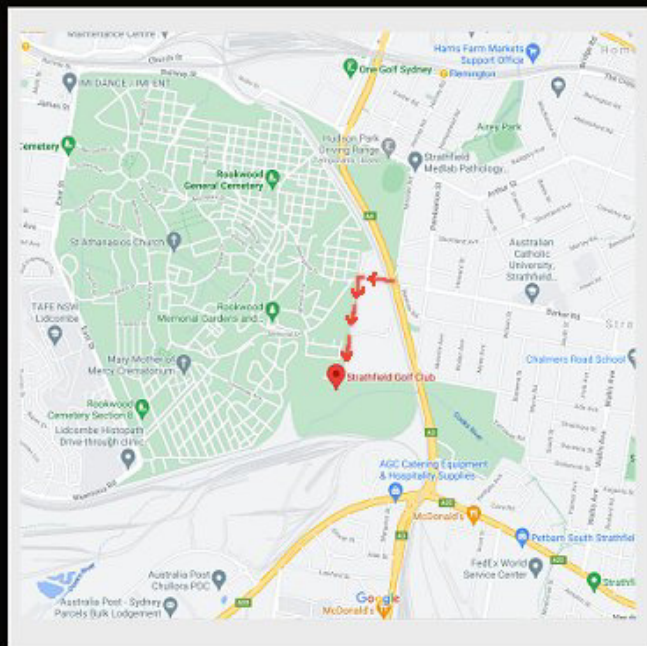
*Please have respect for the committee members and their families  
by only phoning at reasonable hours.*



# WE'VE MOVED!



**Club VW Monthly Meeting: 8pm**  
**AS FROM THURSDAY**  
**17 FEBRUARY**



**CHECK**

**OUR NEW  
MEETING  
LOCATION**

**STRATHFIELD  
GOLF CLUB**

**52 WEEROONA RD  
STRATHFIELD**

**FOR MORE INFO:**

**David Birchall (02) 9534 4825**  
**Steve Carter 0490 020 338**

- \* Plenty of parking, outdoor and secure underground
- \* Comfortable state-of-the-art meeting rooms
- \* Extensive main bar and stylish 130-seat bistro
- \* \$10 Club Social Membership highly recommended!



[www.strathfieldgolf.com.au/](http://www.strathfieldgolf.com.au/)





# Yes it's on again!

# Boris' VW Picnic Day

# 2022

## Sunday 20 February 2022

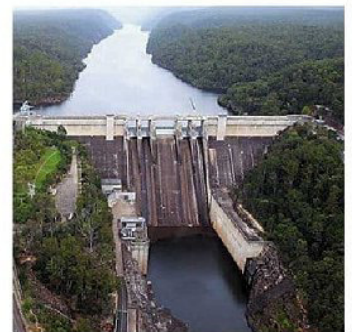
**When: From 8:00am**



**Due to covid restrictions and council regulations, our normal Ramsgate Beach venue is not available.**

**Instead, Boris is going back to Warragamba Dam with his BBQ and a Kombi-load of sausages, onions, buns and drinks. You're invited along!**

**Lower car park, Farnsworth Ave, Warragamba**



- Plenty of asphalt parking. Toilet block adjacent.
- Juicy sausage sizzle, cold soft drink, hot coffee and tea available.
- VW-Audi Car Display (no judging or trophies)
- Free entry.
- All VWs welcome - air and water-cooled, old and new.
- Boris - 0450 637736

**Follow Elizabeth Drive from Liverpool, then turn left onto the Northern Rd and right onto Park Rd to Wallacia. Then follow your nose or the signs to Warragamba Dam and Farnsworth Ave.**







It's Time to Dust off Your VWs, It's on Again!  
FLAT FOUR'S Lighthouse to Lighthouse Run.  
Come and join the FUN, Rain Hail or Shine.



**LIGHTHOUSE<sup>TO</sup>  
Lighthouse  
CRUISE**



**Date: Saturday 5th March 2022**

**Time:** Meet from 3:00pm **Depart:** 3:30pm.

**Meeting Point:** Old Wollongong Lighthouse,  
Flagstaff Hill Park, Wollongong.

**Finishing:** Kiama Light House, Kiama.

Afterwards you can enjoy one of the many Restaurants and  
Cafe Kiama has to offer Or Join a Few of US at Kiama  
Leagues Club.

For more Information Visit [flatfour.org](http://flatfour.org), [FlatFours' FB page](#) or  
Phone [Kevin 0417480905](tel:0417480905) or [Rod 0416173859](tel:0416173859)

*(Please ensure to Follow COVID Guidelines)*



KELSO OVAL PANANIA

# EAST HILLS CHARITY

## CAR SHOW

SUNDAY 6TH MARCH 2022



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



This year the East hills Charity Car Show is extremely proud to be supporting the **Crohn's & Colitis Australia**

[www.crohnsandcolitis.com.au](http://www.crohnsandcolitis.com.au)



[www.easthillscarshow.com.au](http://www.easthillscarshow.com.au)



*Saturday 21 May 2022*

# VW NATIONALS

# TRUCK

# DAY

**Volkswagen  
and Audi  
drivers  
wanted!**

- \* Stock and Modified VWs welcome
- \* Air-cooled and Water-cooled
- \* No CAMS Licence required
- \* Passengers and extra drivers allowed
- \* No spectators permitted, sorry

**Luddenham Raceway**

**\$250 per entry. Pre-bookings essential!**

**Steve Carter 0490 020338**  
**[www.clubvw.org.au](http://www.clubvw.org.au)**



ClubVeeDubSydney



# Get in early, Club VeeDub Sydney's 2022 VW Nationals is coming!

**Saturday 21<sup>st</sup> May**  
**Track Day, Luddenham Raceway**

**Sunday 22<sup>nd</sup> May**  
**Show Day, Fairfield City Showgrounds**



**For details contact David Birchall 02-9534-4825**  
**[WWW.CLUBVW.ORG.AU](http://WWW.CLUBVW.ORG.AU)**

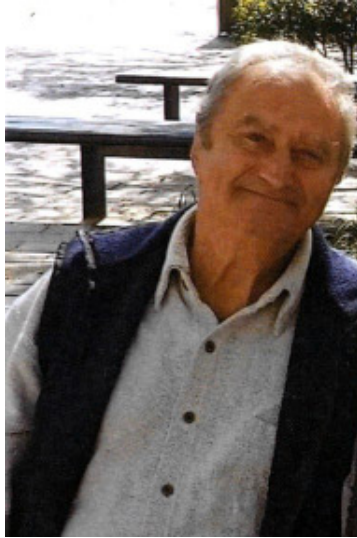


# Von dem Herrn Präsident.

Hi all, some sad news firstly. As you might have seen on the recent club emails, it's with great sadness that I advise you all of the passing of club member Frank Watkins on Wednesday 19 January 2022.

Frank was a member of Club VeeDub in its very early days, and was well known for being a larrikin, a guy you bought stuff from at swap meets, and a very generous person to those around him. He

joined the club in the late 1980s and joined the committee in 1992 as the club's second book librarian, following Michael Rochfort. In those days the books were stored in milk crates and had to be manually carried to the club meetings each month. Frank did the job for three years before giving it away to the much younger Adam Hamilton. Later Frank helped out on the General committee for six years from 2000-on until his health began to fail.



We all enjoyed his camaraderie, good spirits and sense of humour. Many of us will never forget one Valla Park in the 1990s when he and Lou Guevara had a joke-telling marathon round the campfire over the whole VW Spectacular weekend. Frank could remember hundreds of jokes and told them all until we cried with laughter.

Frank will be missed by much of the VW community, but his memories will live on. A large number of members attended his funeral in Picton on Friday 28 January. Club VeeDub sends their sincerest condolences to Frank's family.

Now for some great news. All future club monthly meetings (and committee meetings) will now be held at **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. It's a very impressive award-winning club, just 2 years old with fantastic facilities and still in a good central location for travel from most parts of Sydney, just off the M4 and Centenary Drive. If you'd like to look at their website, go to [www.strathfieldgolf.com.au/cms/](http://www.strathfieldgolf.com.au/cms/) We encourage everyone to join the Golf Club as a Social Member – it's only \$10 for a year, or \$20 for 3 years.

So as far as we can foresee meetings are back on with appropriate restrictions. We were at the Greyhound Club for many years, this a great change. I was talking to a club member recently about where we had previous meetings. Granville Town Hall was the first, from 1985 to 1986, we had to arrange our own tea, coffee and biscuits as they didn't sell food or drink. We had to look for somewhere else after they overlooked our booking one month and we were locked out.

We moved to Concord RSL in March 1986, first the tiny board room upstairs and later the downstairs lounge. Their facilities were good but the rooms were too small, so in April 1991 we moved to Auburn RSL Club, in a larger upstairs meeting room. This was good for a while, but the

club's PA system (for meat trays, raffles, lucky draws etc) carried through the whole building, interrupting our meeting, and we worried about our VWs in the carpark across the road. This club closed in 2011 and been lying vacant and rotting ever since. Plans are to build 400 apartments in six 10-storey buildings on site, but demolition work hasn't started yet.

Anyway in August 1994 we moved just down the road to Auburn Soccer Sports Club, which was a nice little club with good facilities (including yum cha) but not much car parking space. In 1998 they told us they were going to close for renovations, so again we had to move (they eventually built a new building across the road on the former car park, now called Club Auburn, and the old premises have been demolished for new apartments). This time we moved to the Greyhound Club/Arena Club at Yagoona, where we met from January 1999 to the end of last year.

We had a great turnout at the Summer Cruise to Stanwell Park, everyone was really happy to get out in their VWs. See the report and photos in this issue. Later this month Boris will be hosting his picnic day but at Warragamba Dam. The red tape involved in holding it at the previous location on Botany Bay was just too hard.

Planning for the VW Nationals is underway (see the flyer in this issue), we can't see any issues to this being held, fingers crossed.

We are again going to Luddenham Raceway on Saturday 21st May, the day before the VW Nationals show day. The cost will be \$250, passengers can be taken and also a second driver in car can be nominated for a fee. Numbers are strictly limited, so if you'd like to take your VW on the track, book directly with Luddenham Raceway <https://luddenhamraceway.com/motorsport-park/>

Please note new regulations at the track mean that no spectators can attend, but you can buy a passenger ride for \$20.00, you will need your own helmet and ankle to foot clothing

The rescheduled VW Spectacular at Macksville is going ahead in July and August. I hope nothing happens to prevent it going ahead. Go to [www.volkswagenspectacular.com](http://www.volkswagenspectacular.com) to make a booking.

Plenty of other events coming up too - East Hills Car Show, Flat Four's Lighthouse Cruise and Shoalhaven's Berry Show Day. Check the Calendar and mark them in your diary. It's great to see things gradually getting back to normal.

See you sometime in future,

Steve Carter



## Kanberra Kapitel report.

G'day from Canberra,

As usual, the Canberra Chapter didn't conduct any big events during January, as many of our members are away over the school holiday period. We did conduct a Coffee Meet at 'The Flags' one Sunday morning, with a pretty good turnout of local VeeDub enthusiasts. These Coffee Meets are

going to be a regular activity this year, being sanctioned events that those on historic rego are able to attend.

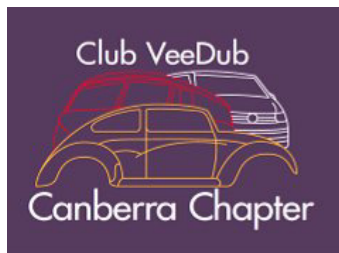
Of course, the other big car event that occurred in the ACT during January was Summernats. The annual horsepower party that attracts thousands of car enthusiasts from all over the country to watch burnouts, admire show cars and cruise the street of Canberra. This year there were a few VeeDubs entered in the event and many local VeeDubbers joined the cruising through the city that occurs each evening and well into the night. It is great to see that our cars are accepted as classic and collectable cars and receive plenty of compliments and admiration from the other enthusiasts. What used to be a Ford / Holden / Valiant and US muscle car event has now evolved into an event that accepts classics from Europe, Japan and Britain.

We have a few events coming up for our members to partake in, including:

- a. **06 Feb 2022** - Camp Quality Cruise for a Cure (already run by the time this edition is published),
- b. **12 Feb 2022** – German Coffee and Cars – Kingston Foreshore (Mercedes Benz Club of ACT run event)
- c. **06 Mar 2022** – Annual Wheels Car Show – Queanbeyan Showgrounds.

Due to the current restrictions surrounding mass gathering in the ACT, the **AGM** that usually occurs as our February meeting is **postponed until March** (ACT govt restrictions pending). We apologise for this; however compliance to restrictions and the health and safety of our members must be our priority.

As usual, please keep any eye on the Facebook page and your emails for details on upcoming events. Should you wish to contact the Canberra committee, the email address is:  
[clubveedubact@gmail.com](mailto:clubveedubact@gmail.com)



Willie.

Facebook: **Public Group** –  
**Club VeeDub Canberra Chapter**

## Klub Kalender.

**\*\*\* All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice.**

**Check [www.clubvw.org.au/events](http://www.clubvw.org.au/events) for the latest information and any changes.**

### February.

**Thursday 10th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 17th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. **Come and check out our great new venue!** Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and

plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

**Sunday 20th:- Boris' Picnic Day 2022 at Warragamba.** Our normal venue at Ramsgate has been canned by the Council, so Boris is taking his BBQ and a Kombi-load of sausages, onions, buns and drinks at Warragamba. You are invited to join him! Lower car park, off farnsworth Ave Warragamba, from 8am to mid-afternoon. Free entry. Plenty of asphalt parking, toilet block adjacent. See you there!

**Saturday-Sunday 22-27: Dubs By The Lake 2022** at Lake Liddell Recreation Park, 400 Hebden Rd Muswellbrook. Two days of VW fun, camping welcome. Car cruise, market stalls, food stalls, live music, raffle, auction, kids' corner. Go Karts, Laser Tag, Rock Climbing, Limbo, field events, fireworks. Family Pass \$12, Adult entry \$5, Child \$2, VW Car Entry \$7. All proceeds go to the Westpac Rescue Helicopter. [www.facebook.com/dubsbythelake](http://www.facebook.com/dubsbythelake)

## March.

**Thursday 3rd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Saturday 5th:- VW Lighthouse to Lighthouse Cruise**, organised by Flat Four VW Club. This run is open to all VWs, old and new. Come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park at Wollongong, from 3:00pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards to Kiama Leagues for food and drinks. For more info contact Kevin on 0417 480905. **Join the Club VW Convoy from Uncle Leo's Caltex at Liverpool Crossroads, from 1:30pm for a 2pm departure. 75 km and 55 min to Wollongong.**

**Sunday 6th:- East Hills Charity Car Show** at Kelso Oval, Panania. This family charity event attracts car lovers from all over NSW, this year supporting the fight against bowel cancer. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.**  
[www.easthillscarshow.com.au](http://www.easthillscarshow.com.au)

**Monday 7th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

**Thursday 10th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 17th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.



## April.

**Sunday 3rd:- Berry Blast From The Past** VW show at Berry Bowling Club, 140 Queen St (the old highway), Berry. Gates open 9am, vehicle entry \$20. Gold coin donation for public entry. People's Choice and Raffle Draw at 1pm. All proceeds to Can Assist. Hosted by the Shoalhaven Volkswagen Club. Contact Dave Becker on 0402 003965 for more info.

**Monday 4th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

**Thursday 7th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 14th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

## May.

**Monday 2nd:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

**Thursday 5th:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 12th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 19th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

**Saturday 21st:- VW Nationals Supersprint** at Luddenham Raceway, Luddenham Rd. Volkswagen and Audi entrants wanted! No CAMS licence required. You must pre-book and pre-pay to take part - **\$250 for the day**. Sorry, no spectators allowed at the track. Contact Steve Carter on 0490 020338 for all info and bookings.

**Sunday 22nd:- VW NATIONALS 2022** at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW Show of the year is back! 44 peer-judged categories, plus special Concours and perpetual trophies. VW trade stands, new car display, swapmeet, kids' rides, music and entertainment, great food and drink, VW fun all day. Gates open 7:30am.

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto:editor@clubvw.org.au)*

*All ads will be published here for two months. All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au).*

*Photos can be included if you provide a JPG. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.*

## New ads.



**For Sale:-** I have decided to take off all the "Off road/ Bash" gear from my '76 Beetle, so if anyone is looking to build up an off-road Bash/ Rally car check out the list. Prices negotiable.

Contact Barry Parks on 0425 275 097 or email

[bpparks1@bigpond.com](mailto:bpparks1@bigpond.com)

Pobjoy motor 1916

- HD Clutch



**Next Club Meeting:**

**Thursday  
17th Feb.**

**8:00pm**

**Strathfield Golf Club.**

- Skid Pan rear
- Skid Pan Front
- Half Cage Roll Bar
- Terra Trip rally odometer
- 14" Hotwire Mags and light truck tyres
- Spare 45 L petrol tank and switching tap front
- Rotating Strobe light

**Wanted:-** Hello, I am interested in buying a **VW Golf Mk2**. Do any members have one for sale, or do you know where I can find one? If you can help, please contact me. I am in Melbourne. Many thanks, Walther Richert 0490 062464 or [richertw@iinet.net.au](mailto:richertw@iinet.net.au)

## 2nd Month ads.

**Wanted:-** Hello. Let me start with I love classic VWs. I live in France but from Brisbane. We have a 1958 15 window split screen, Karmann Ghia, a Beetle a T3 bus, and a K70. I'm looking for a **fuel cap from Australia**, an aluminium one from the 1960s that **has the kangaroos** on it with the VW logo. Can you help me please? I happy to pay good money for one if you can sell me. Please contact Todd Fletcher on [zacfletch@hotmail.com](mailto:zacfletch@hotmail.com)

**Help Wanted:-** Good afternoon. I am not sure if you can help me. **My father Thomas Sheppard** used to race a VW in New South Wales in the 1970s. There was a picture of him racing many years ago that we can't find. He is in early stages dementia and I was wondering if you kept photos or anything which may show him racing. Thank you in advance for looking into this. If you have any VW photos or information on Thomas Sheppard, please contact me at [sheppardwedding@yahoo.com](mailto:sheppardwedding@yahoo.com) . Many thanks, Craig



**For Sale:- Set of Solex carbs**, manifolds, linkages, cross-tubes and air cleaner from a one owner 1975 T2 Kombi working engine . In great condition and with attachments. Motor always serviced by specialist VWmechanics . Only selling as I have recently fitted Webers, was going to keep the Solex carbs in case I wanted to go back to original but would rather see someone use them. Price is \$625 neg. I am based on the Gold Coast. If you are interested please contact Peter on [hilanpeter9@gmail.com](mailto:hilanpeter9@gmail.com)



**For Sale:- 7' x 4' box trailer**, manufactured by Travelling Trailers of Bankstown (1996). Steel construction, checker plate floor, swinging and removable tailgate. GM 6Jx15 wheels, 205/65 R15 tyres plus spare. Includes jockey wheel. Safety chain with U-bolt, 7-pin Narva flat plug connection plus extension. Well used but sound condition, some surface rust. Rego until May 2022. Located in Padstow. \$450 ONO. Phone Ann on (02) 9773 3970.

**Free to good home:-** During a clean-up I found about 50 old **Zeitschrift magazines** from my time in Club VeeDub. I was going to throw them out but thought someone in the club may want them. They are all in excellent condition and are free to anyone who wants to collect them from Epping. The issues available are:

1994: Jul, Aug, Oct, Nov, Dec

1995: Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov

1996: Jan, Feb, Apr, May, Jun

1998: Apr

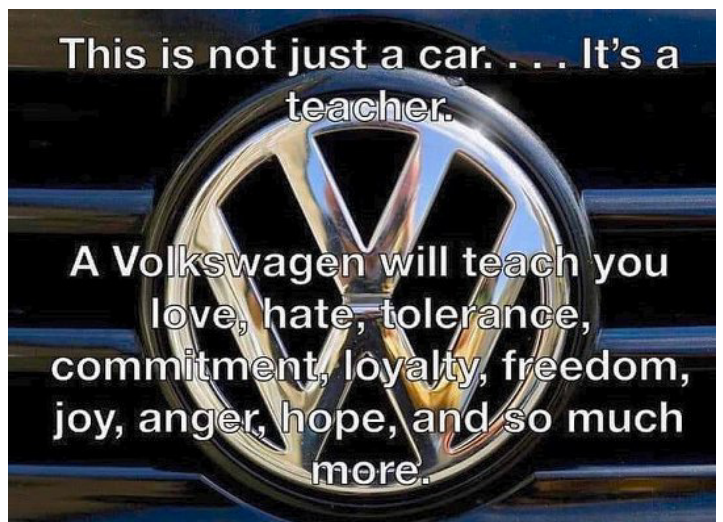
2009: Jul, Aug, Sep, Oct, Nov, Dec

2010: Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec

2011: Jan, Feb, Mar, Apr, May, Jun, Jul

Please contact Kerry Gibson on 0492 963 538 or email

[Kerry.gibson\\_34@optusnet.com.au](mailto:Kerry.gibson_34@optusnet.com.au)





## Trades and services directory.

## Trades and services directory.

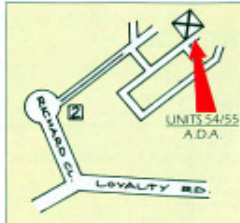
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Assist system, which combines adaptive cruise control and lane-centring assist to accelerate, brake and centre the Polo within its lane at speeds of up to 210 km/h.

Pricing for the 2022 Volkswagen Polo range will be released closer to its local launch in March 2022, however expect an increase over today's range, which spans from \$19,290 before on-road costs for the entry 70TSI Trendline manual, to \$32,890 before on-road costs (and option packs) for the flagship GTI.

## 2022 Polo due soon.

The facelifted 2022 Volkswagen Polo is slated to arrive in Australian showrooms in March, bringing new styling and technology to Volkswagen's city car range.

Revealed in standard form in April, followed by the hot GTI in July, the updated Polo will reach local Volkswagen showrooms with a similar range to that offered today (and unchanged engines), comprising an entry-level 70TSI, mid-tier 85TSI and sporty GTI.

All three engines will launch at the same time - meaning the GTI will arrive earlier than expected, given the April to June 2022 arrival timing announced for the Polo GTI at its reveal earlier this year.

The 70TSI and 85TSI will continue to use 70 kW/175 Nm and 85 kW/200 Nm tunes of a common 1.0-litre turbo three-cylinder engine respectively, paired to a five-speed manual or seven-speed dual-clutch (DSG) automatic gearboxes in the former, with the latter upgrading the manual to a six-speed.

Meanwhile, the GTI will retain the current car's 147 kW/320 Nm 2.0-litre turbocharged petrol four-cylinder and six-speed dual-clutch automatic pairing - with the 152 kW/320 Nm, seven-speed DSG and two-tenths-quicker 6.5-second 0-100 km/h time remaining exclusive to Europe for now.

As reported, the facelifted Polo's updates begin with a revised exterior, with a new front end incorporating standard LED headlights (or optional matrix LEDs) and full-width light bar, reshaped tail-lights, tweaked bumper designs, and new alloy wheels.

Inside, flagship variants feature a 23.4 cm infotainment touchscreen with wireless Apple CarPlay and Android Auto, plus a carry-over 26 cm digital instrument cluster, a new-for-2022 touch-based climate control panel, and a leather-wrapped version of Volkswagen's latest steering wheel design.

Safety has been upgraded with Volkswagen's semi-autonomous Travel Assist system, allowing the vehicle to accelerate, brake and centre itself within its lane at up to 210 km/h on freeways, combining adaptive cruise control and lane following assist functions.

Safety and driver-assistance technology have also seen an upgrade, with the addition of Volkswagen's Travel

## Caddy TSI220 petrol.

Volkswagen Australia has quietly introduced a petrol version of its all-new Caddy 5 van and people mover range, badged as the 2022 Volkswagen Caddy TSI220.

When details of the new-generation Caddy Cargo, People Mover and California ranges were announced earlier this year, only TDI280 and TDI320 diesel variants were announced - with earlier confirmation from Volkswagen Australia simply that petrol power would arrive "later in 2021."

That petrol engine option - badged TSI220 - is now available to order, ahead of its Australian showroom arrival within the coming months.

Available across all body styles, wheelbases and variants (including the California campervan), the new petrol engine comes in \$2000 cheaper than an equivalent diesel model with the same transmission - though this is largely a result of significant price hikes for said diesel models, of up to \$2700 (detailed below).

Powering the TSI220 is a 1.5-litre turbocharged petrol four-cylinder developing 84 kW and 220 Nm, paired to a six-speed manual as standard in Caddy Cargo and Cargo Maxi models, or a seven-speed DSG dual-clutch automatic transmissions as an option in these variants, or standard in the Crewvan, and base and Life People Mover models.

Combined fuel economy is rated at 6.4 litres per 100 kilometres with the manual, or 6.2 L/100 km with the dual-clutch automatic - compared to 4.9 L/100 km across all diesel Cargo and Crewvan variants. The TSI220 requires 95



RON unleaded fuel as a minimum.

Towing capacity takes a slight hit in manual TSI220 van models, rated at 1400 kg - though TSI220 DSG variants retain the diesel van range's 1500 kg claim.

Petrol payloads are largely on par with equivalent diesel models, with some TSI220 variants up on TDI280 and TDI320 diesels, and others down. Gross vehicle mass ratings in petrol Cargo and Crewvan vehicles are down by between 50 kg and 100 kg, compared to diesel models.

The 2022 Volkswagen Caddy TSI220 is on sale now, with standard equipment levels across all variants identical to equivalent diesel variants.

## Caddy price rise.

Just four months after going on sale, prices of the new 2022 Volkswagen Caddy van and people mover range have been hiked by up to \$2700.

Effective from 1 January 2022, prices of the diesel-powered Caddy range have risen by between \$2000 and \$2700, with Volkswagen Australia saying the increases have been "set by the factory due to the usual pressures such as inflation, increased supplier and freight costs."



The diesel price rises will come into effect within a few weeks of the arrival of new petrol-powered TSI220 variants, which will serve as the entry points of each variant across the range - with the prices of all Cargo and Crewvan TSI220 models matching the sticker prices of equivalent TDI280 manuals and TDI320 autos prior to January 1.

The cheapest Caddy continues to be priced at \$34,990 before on-road costs, though this is now a short-wheelbase, six-speed manual Cargo TSI220 model, rather than the Cargo TDI280 manual that previously opened the range, which is now positioned at \$36,990 before on-roads.

The range-topping California TDI320 diesel has been hit with the biggest price increase, up \$2700 to \$57,690 before on-road costs (from \$54,990). A new TSI220 version of the California is available from \$55,690 before on-road costs, with identical standard equipment levels to the diesel.

Launched locally at the start of August last year, the fifth-generation Volkswagen Caddy moves to the MQB front-wheel-drive platform underpinning the latest Volkswagen Golf, and can be had in two-seat Cargo van, five-seat Crewvan, eight-seat People Mover and campervan California guises.

**Volkswagen Caddy Australian pricing (effective 1 January 2022)**

- Caddy Cargo TSI220 manual - \$34,990
- Caddy Cargo TSI220 auto - \$37,990
- Caddy Cargo TDI280 manual - \$36,990 (up \$2000)
- Caddy Cargo TDI320 auto - \$39,990 (up \$2000)
- Caddy Cargo Maxi TSI220 manual - \$36,990
- Caddy Cargo Maxi TSI220 auto - \$39,990
- Caddy Cargo Maxi TDI280 manual - \$38,990 (up \$2000)
- Caddy Cargo Maxi TDI320 auto - \$41,990 (up \$2000)
- Caddy Crewvan TSI220 auto - \$43,990
- Caddy Crewvan TDI320 auto - \$45,990 (up \$2000)
- Caddy Maxi TSI220 auto - \$46,140
- Caddy Maxi TDI320 auto - \$48,140 (up \$2650)
- Caddy Life Maxi TSI220 auto - \$50,640
- Caddy Life Maxi TDI320 auto - \$52,640 (up \$2650)
- Caddy California TSI220 auto - \$55,690
- Caddy California TDI320 auto - \$57,690 (up \$2700)

## Updated T-Roc.

The facelifted 2022 Volkswagen T-Roc has been revealed, ahead of its Australian launch in July 2022.

Despite launching in Australia only last year, the Golf-based sub-Tiguan-sized T-Roc recently celebrated its fourth birthday in Europe - meaning it's prime for a mid-life facelift, adding updated styling, new interior technologies, and a broader suite of Volkswagen's latest safety features.

Exterior changes are headlined by a new front end, incorporating reshaped LED headlights (with matrix LED tech available as an option), an LED light bar across the grille, and new lower air intakes with varying designs between base, R-Line and R models - the lattermost finishing much of the bumper in black, with vertical lower fog lights.

New LED tail-light signatures and a reworked bumper feature at the rear, along with new alloy wheels designs ranging between 16 and 19 inches in diameter in Europe - including 18-inch 'Jerez' and 19-inch 'Estoril' wheels for the T-Roc R, both borrowed from the new Golf R.

Inside, flagship models now incorporate a 23.4-cm infotainment touchscreen - up from 20.3 cm, made possible by protruding the screen from the dashboard - running Volkswagen's latest MIB3 software, with wireless Apple CarPlay and Android Auto, satellite navigation, and an embedded SIM card.

Lesser models feature 16.5 cm or 20.3 cm screens, along with a 20.3-cm digital instrument display as standard - with the current car's 26-cm cluster expected to be offered on





higher grades.

Other updates include a new steering wheel design borrowed from Volkswagen's latest cars, alongside a new touch-sensitive climate control panel, reworked controls, a more premium soft-touch moulded dashboard (replacing hard plastic), and a selection of new trim options.

Performance-focused R models differentiate themselves over lesser variants with R-badged steering wheel and sports seats, suede and fabric combination upholstery (as standard), enlarged paddle shifters, blue interior trim, unique instrument cluster and infotainment graphics, metallic pedals, and an R drive mode button.

The T-Roc's driver assistance suite has also been expanded with Volkswagen's Travel Assist system, which can accelerate, brake and centre the car within its lane at up to 210 km/h, with the driver's hands on the steering wheel.

Autonomous emergency braking and lane-keep assist are standard in Europe, while adaptive cruise control, blind-spot monitoring and automatic parking are optional in Europe - though expect these to be standard on all models in Australia.

While a range of lower-powered petrol and diesel engines are available in Europe, Australia is expected to continue with a choice of a 110 kW/250 Nm 1.4-litre turbocharged petrol four-cylinder in the 110TSI Style, or a 140 kW/320 Nm 2.0-litre turbo-petrol four-cylinder in the 140TSI Sport.

The 110TSI is paired with an eight-speed torque-converter automatic transmission and front-wheel drive locally, while the 140TSI picks up a seven-speed dual-clutch automatic and 4Motion all-wheel drive.

The 2022 (or likely Model Year 2023) range in Australia will include a high-performance R variant for the first time, following its European launch in 2019.

Power in the facelifted R comes from the same Golf R-derived 2.0-litre turbo four-cylinder petrol engine, sending 221 kW and 400 Nm to all four wheels through a seven-speed dual-clutch automatic gearbox - good for a 0-100 km/h sprint time of 4.9 seconds, towards a top speed of 250 km/h.

Available performance features in the R include an optional Akrapovic sports exhaust system, 19-inch wheels, launch control and adaptive dampers - though there's no word on whether the new Golf R's torque-vectoring rear differential has made the journey to the hot T-Roc (though it's unlikely)

European buyers will continue to be offered a Cabriolet model, with two doors and a soft-top roof - though it isn't believed to be on the cards for Australia.

The 2022 Volkswagen T-Roc range will arrive in Australia in July 2022, possibly as a Model Year 2023 vehicle. Local pricing and specifications will be announced closer to launch, though mild price rises are expected over the current range, which starts from \$34,700 before on-road costs in 110TSI Style trim.

## Next Amarok latest.

The 2023 Volkswagen Amarok will make a giant leap forward in comfort, performance, safety, and technology when it arrives about a year after the 2022 Ford Ranger goes on sale.

And, according to Ford, everything the customer sees



and touches will be unique - even though both vehicles will be twins under the skin and built on the same production line.

It will have a choice of Ford diesel power - not Volkswagen engines - including the twin-turbo 2.0-litre four-cylinder and single-turbo 3.0-litre V6.

Both engines will be matched to a Ford 10-speed automatic transmission, which promises to deliver better acceleration and fuel economy compared to the eight-speed auto in today's Volkswagen Amarok.

The current Amarok in showrooms today was developed in-house by Volkswagen and first appeared back in 2010, but VW elected to partner with Ford for the next model because the original version didn't meet sales expectations globally - even though it has sold well in Australia, South America and South Africa.

Rather than vacate the booming ute market, Volkswagen formed a partnership with Ford that will see the two car companies work together on certain electric vehicles, utes, and vans over the next decade.

It is similar to the recent partnership established between Isuzu and Mazda on their utes. Mazda couldn't justify developing a ute on its own, and so it did a deal with Isuzu after ending its 50-year relationship with Ford.

However, although the windows and side mirrors on this camouflaged prototype look the same as the new Ranger, Ford is promising greater differentiation between the 2022 Ford Ranger and 2023 Volkswagen Amarok than we have seen on other shared utes.

Ian Foston, the chief platform engineer for the Ford Ranger, told a media briefing the new Volkswagen Amarok is ... "what we call a fully-differentiated sibling product, so everything you see and touch will be certainly something that will be uniquely Volkswagen.

"Clearly there will be aspects of the underbody on the platform that we're sharing between the two companies," he







said, but indicated the two vehicles would look significantly different.

Ford says it had locked in its engineering changes for the new Ranger before discussions commenced with Volkswagen, although the upgrades to the new Ford Ranger platform were "very consistent with the vision for the future of their product."

"So actually the platform work that we'd already done for the third-generation T6 platform (Ranger) was compatible with the requirements that Volkswagen were asking for ... their next generation Amarok," said Mr Foston.

"From that point ... there's plenty of unique aspects to the Volkswagen product which I'm sure they'll share as they head towards their launch, but we're very happy with the outcome."

While the current-generation Volkswagen Amarok remains the benchmark for on-road driving in the double-cab ute class - even though it is more than a decade old - it lacks many of the advanced safety systems and comfort and convenience technologies standard on most new utes on sale today.

The extensive list of advanced safety technology will fill in some missing gaps on the Ford Ranger, but it will fill a massive void on the current Volkswagen Amarok (which maintains a five-star safety rating from 2011 despite only being equipped with four airbags, for front-seat occupants only).

Today's Volkswagen Amarok doesn't even have such mod-cons as radar cruise control, a sensor key, or push-button start.

The addition of these items - as well as lane-keeping technology, autonomous emergency braking, speed sign recognition, rear cross-traffic alert, and blind zone warning - will likely be welcome news to Volkswagen Amarok customers, and fleets that mandate five-star safety ratings.

Despite the assurances from Ford, it is unclear exactly how much differentiation there will be inside the cabin of the 2023 Volkswagen Amarok compared to the 2022 Ford Ranger.

Shared utes such the Isuzu D-Max and Mazda BT-50 - and the Nissan Navara and Mercedes-Benz X-Class - have largely had common dashboards, features, and cabin layouts.

Helpfully for Volkswagen, the 2022 Ford Ranger is available with a large Tesla-style vertical infotainment screen, as well as a digital widescreen display for the instrument cluster.

It's possible these screens could be adapted and

programmed with Volkswagen fonts and features, or Volkswagen could install its own technology.

Volkswagen prides itself on its sports steering wheels and seats, but it's unclear if VW has made the investment in these unique components for the new Amarok - or if it will adapt Ford's.

However, the comments from the Ford chief engineer about differentiation are encouraging, and indicate many of the cabin features unique to today's Volkswagen Amarok could continue with the new model.

Volkswagen has previously confirmed there are about a dozen designers and engineers based in Australia working on the next Amarok alongside the Ford team responsible for the new Ranger.

While the design of the 2023 Volkswagen Amarok will be largely unique, it's understood the company's German engineers are responsible for the platform's high-speed handling.

Ford changed the layout of the rear suspension for the 2022 Ford Ranger - moving the shock absorbers from the inside to the outside of the chassis rails - for better stability and to make way for a wider tray.

Although the technical upgrade under the rear end of the 2022 Ford Ranger mirrors the design of the original VW Amarok released in 2011, Ford engineers insist this is a coincidence, and the decision was made before the tie-up with Volkswagen was confirmed.

Ford is yet to publish exact dimensions for the new Ranger, but the rear suspension switch does solve one mystery.

It means the ute tray - and in particular the distance between the rear wheel arches - on the 2023 Volkswagen Amarok will not need to take a backwards step. The current Volkswagen Amarok has the widest tray in the mid-size ute class.

Given four-wheel-disc brakes are available on the 2022 Ford Ranger, they will likely also be available on the 2023 Volkswagen Amarok, avoiding another potential backwards step (the current Volkswagen Amarok is one of the few utes sold in Australia with four-wheel disc brakes).

Ford has also confirmed the TDV6 versions of the Ranger will have permanent and on-demand all-wheel-drive, versus the current Volkswagen Amarok TDV6's permanent all-wheel-drive system.

Other information gleaned has revealed the 2023 Volkswagen Amarok sold in Australia will be sourced from Ford's factory in South Africa, adding transport costs and shipping times compared to the Thailand-sourced Ford



Rangers sold locally.

However, that shipping route will be quicker than sourcing the Volkswagen Amarok from South America (where it comes from currently) and Germany (where it was sourced for the V6 and special models).

Power outputs for the 2022 Ford Ranger engines are yet to be disclosed, but they are believed to be an improvement on the current choice of Volkswagen Amarok four-cylinder and TDV6 diesels.

For now, Volkswagen Australia remains focused on the original German-engineered and Argentinian-built Amarok, which has seen a resurgence in popularity since the arrival of the locally-developed Walkinshaw W580 special editions introduced nearly a year ago.

## \$2.85 billion loan for VW.

German car conglomerate Volkswagen has taken out a 1.8 billion Euro (\$AU2.85 billion) loan in Europe - but the final amount it will need to pay back will depend not on market factors, but the speed at which Volkswagen sells its electric cars.



Provided by a consortium of six European banks, the interest rate attached to the three-year, \$2.85 billion loan the Volkswagen car giant must repay "depends on the Volkswagen Group achieving its CO2 fleet emission targets in Europe" - a first for the car maker, and likely one of the first in the industry.

The latest announcement doesn't clarify if the targets the Group must meet are its own, or those set by the European Union. However by 2030 Volkswagen has committed to reducing all greenhouse gas emissions during manufacturing and its vehicles' lifespans by 30 per cent (compared to 2018 levels), before the Group goes CO2 neutral in 2050.

While renewable energy will be used across all of the Group's global factories by 2030 - in order to reduce "absolute" CO2 emissions by 30 per cent - the sales of electric cars will also contribute, sold across all of its marques.

The Volkswagen Group plans to introduce 70 all-electric cars by 2030 across all brands, joining 60 hybrids. By the same date, the Volkswagen brand is aiming for electric vehicles to account for 70 per cent of sales in Europe - ahead of axing the last European petrol and diesel cars between 2033 and 2035 - or 50 per cent of Chinese and US sales.

Globally, the Volkswagen Group aims for 50 per cent

of its sales to be all-electric by 2030.

"We're committed to our goal of systematically transforming our product portfolio toward electromobility and making Volkswagen a carbon-neutral company on the balance sheet by 2050," Volkswagen Group chief financial officer Arno Antlitz said in a statement.

"The fact that banks are willing to link their interest rates to fleet emission targets also highlights how demanding the CO2 reduction targets for new passenger cars are," Antlitz said.

The only Volkswagen Group electric vehicles currently available in Australia are the Audi E-Tron and Porsche Taycan, with the Cupra (SEAT) Born expected by the end of 2022. Further details on a local launch for the Skoda Enyaq iV are set to be announced in 2022, though its twins under the skin, the Volkswagen ID cars, remain further away from showrooms.

## VW boss has Covid-19.

Volkswagen Chief Executive Herbert Diess has contracted the coronavirus and is currently in quarantine, the German carmaker said on Wednesday.

A spokesperson confirmed that the 63-year-old had been infected, as initially reported by Business Insider.

Diess was born in Munich in 1958 and was appointed to the management board of Volkswagen in 2015, after previous engineering and management positions at Munich Technical University, Robert Bosch GmbH and BMW AG. He became Volkswagen AG Chairman of the Board in 2018 and also the boss of Volkswagen Passenger Cars. He followed previous VW boss Mattias Müller, who had replaced the disgraced Martin Winterkorn in the wake of the diesel test cheating scandal.

Diess has been very forthright in taking the Volkswagen Group down the path of electric vehicles and new technologies in the wake of the diesel scandal, and the Group is today stronger than ever.

Diess had already received a booster vaccination, which means he can leave quarantine after seven days if he tests negative. He did not have any major meetings planned in the next week.

All employees with whom Diess had personal contact had been tested and had not been infected.





## Problem solving.

Sometimes the answer to your problem is right in front of you - and you don't even know it.

Years ago, I went to buy some CV joints for a Golf I was fixing up.

Joe at the VW shop in Penrith said to me, you must have heaps of those at home!

I asked, what do you mean?

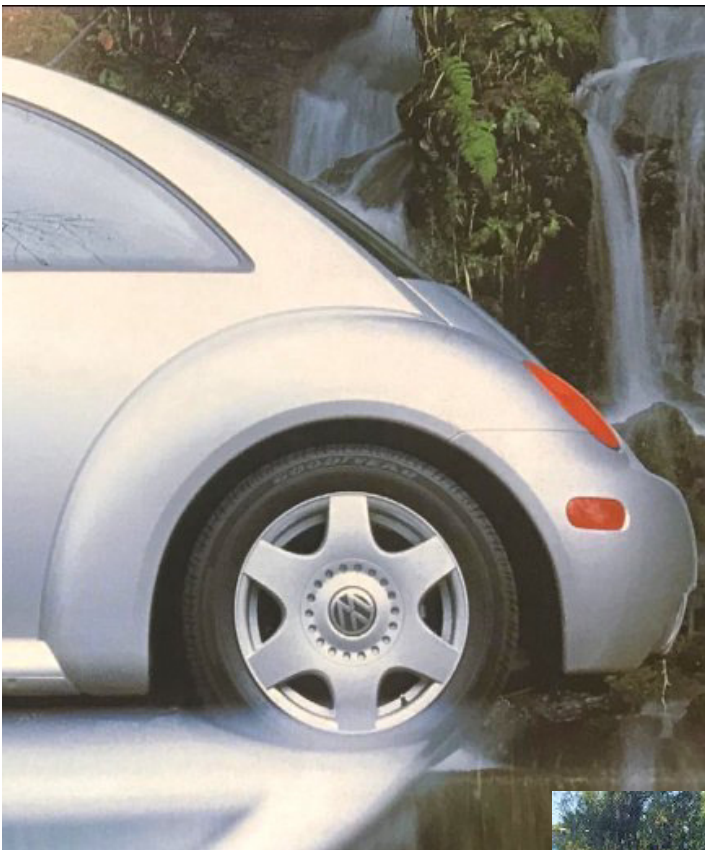
He told me that they are the same as Beetle CVs.

Having wrecked heaps of Beetles, I said, Yep, I've got heaps of them.

I had the parts but never knew.

A mate needed some quick window winders so he could run his '68 Ghia through a rego check.

I told him to borrow them from his T3 Transporter. He didn't know that they were the same, and he quickly ran out to the Kombi with the Philips head screw driver.



For months I have been trying to find the original aluminium wheels for my 2000 New Beetle.

Unfortunately they are no longer available new, as I found out.

I thought it was never going to happen but after a few months I realised that Bora V5 wheels are almost identical.

Not only that, nobody wants Bora wheels and they are cheap.

Once again, the answer was there all the time, I just didn't realise.

I could go on with other examples, but you get the idea.

It's amazing how many similar parts are used across different Volkswagen models and



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VW Bora V5 Alloy Rims and Pirelli Tyres

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generations. The longer you play with Volkswagens and Porsches, the more knowledge you will build.

Knowledge is the key to solving a lot of Volkswagen and Porsche problems, maybe just think again, you've got this one.

Research the internet and ask your friends for inspiration.

Ashley Day.





## Light at the end of a long tunnel.

Even average restoration projects require a lot of hard work, more than you think most of the time.

So imagine taking on something even tougher.



Rusty, damaged or cars in poor condition can require extensive work. Work that can seem intimidating, expensive, boring and endless at times.

Cleaning, repairing, sanding, undercoating and painting can honestly take forever on these cars.

You wonder why you or other people attempt it?

But with bigger risks come the bigger rewards.

With a lot of hard work you could end up with



something a little better than just your average restoration project.

If you never stop working through these boring times, one day that wreck of a car will turn the corner and it will be on the comeback trail.

The end will be in sight and the rest will be downhill from there.

It's not really important how long it takes you to restore a car like that; you're really just doing it for a bit of fun.



Take five, ten or even twenty years if you have to. Just stick with it, never lose interest and you will surprise yourself one day.

Ashley Day.





# VW Summer Cruise 2022.

After missing out in 2021 due to the covid restrictions, our club's popular VW Summer Cruise was back! It was held on Sunday 16th January, from Liverpool to Stanwell Park beach.

The weather forecast was for cloudy periods and a chance of showers, but the day dawned with sunny blue skies and puffy white clouds. Quite a few VWs were already at Uncle Leo's Caltex at Liverpool by 8am, and the early arrivals enjoyed their coffees as more and more VWs turned up. Lee had organised a QR code to check in the event and there were also printed maps of the route handed out for those who hadn't taken part before.

It was great to catch up with everyone outside in the sunshine and look at the VWs, most of them air-cooled but still a few nice modern VWs too. Many of them were new and prospective members who learned of the event on social media - Lee is doing a great job with publicity on Facebook.



VWs were waiting. The cars pulled off for a short photo stop and a quick leg stretch before mounting up and heading off again.



Steve led the convoy away just after 9am, heading off down the highway with a line of more than 30 VWs behind him. It was an earlier start than past years, in order to get to Stanwell Park before it got crowded.

Most cars stayed on the motorway and got off at Narellan Rd, but a couple got off earlier at Campbelltown - which proved slightly faster to Appin, where a couple more



The weather was cloudy along Appin Rd and then down a very crowded Bulli Pass, but by the time we turned onto Lawrence Hargrave Drive at Thirroul the skies were clearing and the sun was out. The coast road was very crowded with holiday-makers and day trippers. Everyone mostly kept together and no one got lost. We noticed that the surf was very dumpy and foamy at the beaches along the way, but we would have missed the Tonga tsunami (which would have arrived in the early hours of the morning anyway).

The VWs passed along the famous Sea Cliff bridge, then turned off at Stanwell Park and down Station St to get to our parking spot at the beach. Because of our earlier start







there was plenty of parking even though there were a few non-VWs in our area. Craig and Martha brought the club trailer they have recently restored and repainted, and with help from Rudi and Zelko put up the tent and set up everything in time for the VWs to arrive for lunch.

Everyone enjoyed the BBQ sausages and bread rolls and the cold drinks, and the tent was busy all afternoon. Most of us stayed and chatted and looked at the nice VWs. There were quite a few we hadn't seen before and it was good to



catch up with friends we hadn't seen for a while. Most of the VWs there were air-cooled Beetles, Kombis and a couple of Type 3s (and even a 411), and it was a shame that not many of the newer generation VWs were there.

Some of us went for a walk down to the surf beach. The really nice new kiosk and cafe with a big shady verandah was doing good business but you needed another QR check-in and to order from a table several metres away. The grassy park and the surf beach were both very busy with families and picnickers and kids playing cricket, but with the dumping foamy surf and fears of tsunamis there were not many swimmers and surfers in the water.

However with the sunny weather and strong breeze there were plenty of hang gliders and paragliders floating down from the hilltop and landing on the beach.

It was a really enjoyable day. Thank you to all the club members who helped to run the day, carrying gear in and out and serving lunch and drinks all afternoon. And to the VW drivers who came along. It was a nice taste of things getting back to normal.





# The Project of my Life – Progress 2.1.

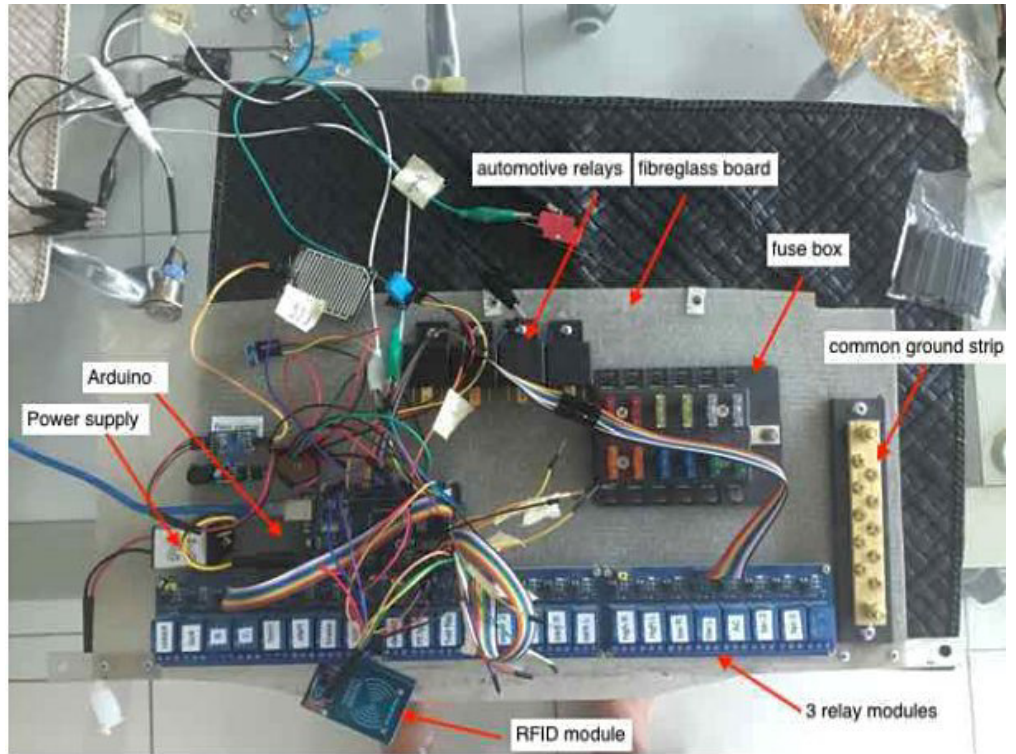
Right now the entire country of Malaysia is under lockdown for an indeterminate period, so that counts out visits to the workshop. What sort of activities does that leave me? Well first, I can write an article for Club VeeDub. Nearly done. Then there's the electrics. Months ago I left the dining-room table with all the electronics paraphernalia and my unfinished Arduino project in anticipation of another lockdown; well guessed.

The Arduino program is done; tens of hours of research, trial, error, frustration and eventual satisfaction went into it. If any readers would like to undertake a similar project, I can help you out.

The basic idea is that everything which was previously turned on by a switch is now turned on by a relay. Any switches connected to the Arduino Mega, like brake-light switch, horn button and blinker switches pass a tiny current only and switch to negative. The logic is handled by code which you write and which is uploaded through a USB cable from any computer.

Everything starts off with a card or keyfob being swiped close to the RFID board, which will be behind the fibreglass body panel in front of the driver's door. That activates the central-locking motors and turns the interior light on if it's dark outside. No key needed: the ignition is turned on with one press of the push-button. A press with the brakes held on starts the engine. If the engine is already running, pressing the push button does nothing unless the handbrake is on; then it turns the ignition off and also activates a solenoid attached to the fuel-filler flap for 30 seconds.

No VW relays for blinkers/hazard warning or intermittent wipers: the Arduino provides the timing. No dip-switch relay either: the Arduino powers four relays for the four main beams, which will be LED-powered and have reduced current draw. The parking lights and headlights are turned on when the outside light level drops, in two stages. Air conditioning is switched on once the engine is running and the handbrake released. The use of AC is not optional in the tropics, so a manual on/off switch is superfluous. The interior fan speed is determined by a temperature sensor in the top of the dashboard. The rear-window demister and windscreen demister fans are switched on automatically whenever the rain sensor gets wet; no



Fibreglass board holding an Arduino mega, relays, various modules, a fusebox and common earthing point. The board screws in to the three holes where the fresh-air box used to be, and the studs for the wiring cover.

cold weather in this country. A buzzer gives feedback that you have your RFID device in range and also sounds to indicate low brake-fluid level.

The whole concept has allowed me to eliminate the ignition switch and lock barrel, headlight switch, hazard warning-light switch, AC-on switch, ventilator fan switch, demister switch and fuel-flap cable. If I could get it to control bonnet opening, I would, but there's quite a lot of force to overcome on that catch. I might look into adapting a motorised rear hatch lock from a Golf. The interior look will be spartan, despite there being a great deal of functionality. A case of "less is more."

The board holding all the circuitry would screw on to any post-'68 Beetle and even stiffens up the scuttle panel. I'm using AC as a full-time replacement for flow-through ventilation, so the space normally occupied by the fresh-air box has become available for this board to be mounted in a perfectly accessible location. I've finished the wiring cover



Redesigned wiring cover, behind which the Arduino board will be mounted.









## VW Tiguan 110TSI.

First there was the Beetle, then later there was the Golf. Nowadays however, Volkswagen is most associated with its mid-size Tiguan SUV, which is now VW's biggest-selling model around the world.

The understated but ubiquitous mid-sizer has been freshly updated for 2021, but unlike the Golf 8, it's only a facelift rather than a full model refresh.

It's high stakes, but Volkswagen hopes rolling updates will keep it fresh for at least a few years to come, as it (globally) marches towards electrification.

There's no electrification for Australia this time around, but has VW done enough to keep such an important model in the fight? We've taken a look at the whole Tiguan range to find out.

### Is there anything interesting about its design?

The Tiguan was already an attractive car, with many subtle angular elements and lack of tacky bling which added up to something suitably sophisticated for a European SUV.

For the update, VW has mainly made changes to the Tiguan's face to keep it in line with the incoming Golf 8's tweaked design language.

I think it has only served to make this car look better, with more integrated light fittings swooping out of its now more gentle grille treatment. There was a pugnacious toughness about the outgoing model's flat face that I will miss, though.

The side profile is near identical, the new car only identifiable by subtle chrome touches and new wheel choices, while the rear is freshened up with a new lower bumper treatment, contemporary Tiguan lettering across the rear, and in the case of the Elegance and R-Line, impressive LED light clusters.

The inside has had a significant digital overhaul, something which will get modern buyers salivating. Even the base car scores the amazing digital dash, but the larger multimedia screens and sleek touch panels will be sure to impress.

It's important to note that while pretty much any car can have massive screens today, not all have the processing power to match, but I'm glad to say everything in the VW is as slick and fast as it should be.

The new wheel is a really nice touch with the embedded VW logo and cool looking surrounds. It feels a bit more substantial than the outgoing unit, too, and all the functions on it are nicely laid out and ergonomic to use.

I will say that the colour scheme, no matter which variant you pick, is pretty safe. The dash, while nicely finished, is just one big slate of grey, detracting from the flashy digital overhaul.

Even the inserts are plain and subtle, perhaps a missed opportunity for VW to make the interior of its pricey mid-sizer feel a bit more special.

### How practical is the space inside?

Refined and digitised it may have been, but is this update still practical? One of my big worries when hopping in was that the abundance of touch elements would make it distracting to operate while driving.

The touch panel climate unit from the previous car was starting to look and feel a little old, but there's still a part of me that will miss how easy to use it was.



But the new touch climate panel not only looks good, it's pretty easy to use too. It just takes a few days of getting used to it.

What I really missed was a volume dial and tactile shortcut buttons on the R-Line's massive 23.4-cm touch-only screen. It's a little usability gripe that will get on some people's nerves.







The same goes for the touch elements on the R-Line's wheel. They look and feel super cool with odd vibrating feedback, although at times I did fumble things that should be simple like cruise functions and volume. Sometimes the old ways are the best.

It sounds like I'm complaining about the Tiguan's digital overhaul, but most of it is for the best. The instrument cluster (once an Audi exclusive feature) is one of the best on the market in terms of its look and usability, and the large multimedia screens make it really easy to jab at what function you're looking for while remaining concentrated on the road.

The cabin is also excellent, with a tall but suitable driving position, big storage bins in the doors, big cup-holders and cutaways in the tidy centre console, as well as a small centre console box and odd little pop-open tray atop the dash.

The new Tiguan is USB-C only in terms of connectivity, so bring a converter.

The back seat offers excellent amounts of room for my 182 cm frame, behind my own driving position. It's super practical back there, too, with even the base car scoring a third adjustable climate zone with movable vents, USB-C outlet, and a 12V outlet.

There are pockets on the back of the front seats, big bottle holders in the door and drop-down armrest, and weird little pockets atop the seats, too. It's one of the best rear seats in the mid-size SUV class in terms of amenities for passengers.

The boot is a large 615 litres regardless of variant. This is also great for the mid-size SUV class, and it fit our entire luggage set with space to spare.

Every Tiguan variant also has a space saver spare under the boot floor, and little cutaways behind the rear wheel arches to maximise storage space.

The power tailgate is a boost, too, although it remains odd that the R-Line misses out on the gesture control.

### **Does it represent good value for the price? What features does it come with?**

The updated Tiguan doesn't look wildly different from the outside. We'll get to design in a second, but don't underestimate it based on looks alone, there are a lot of significant changes under this mid-sizer's skin which will be key to its ongoing appeal.

For a start, VW has dumped its corporate titles of old. Names like Trendline have been dumped in favour of more friendly titles, with the Tiguan range now consisting of just three variants - the base Life, mid-grade Elegance, and top-

spec R-Line.

To make it more simple, the Life is the only grade available as a front-wheel drive, while the Elegance and R-Line are all-wheel drive only.

As with the pre-facelift model, the updated Tiguan range will become more expansive in 2022 with the stretched seven-seat Allspace variant returning, and the top-spec Tiguan R performance variant arriving later.

In terms of the three variants which arrive for now, though, the Tiguan has notably taken a price hike, now technically more expensive than ever before, even if it is only by \$200 over the outgoing Comfortline.

The base Life can either be chosen as a 1.4-litre 110TSI 2WD for \$39,690, or as a 132TSI AWD from \$43,690.

While the price has increased, VW notes that with the tech onboard the current car, it would represent at least a \$1400 discount on the Comfortline with the required option pack to meet it like-for-like.

Standard equipment on the base Life includes a 20.3-cm multimedia touchscreen with wireless Apple CarPlay and Android Auto connectivity, a 26-cm fully digital instrument cluster, 18-inch alloy wheels, keyless entry with push-start ignition, full auto LED headlights, cloth interior trim, a new leather bound wheel with the brand's updated aesthetic touches, dual-zone climate control (now with a fully touch interface), and a powered tailgate with gesture control.

It's a tech heavy package, and feels nothing like a base model. A pricey \$5000 'Luxury Pack' can upgrade the Life to include leather seats, a heated steering wheel, power seat adjust for the driver, and a panoramic sunroof.

The mid-grade Elegance adds more powerful engine options, consisting of a 2.0-litre turbo-petrol 162 TSI (\$50,790) or a 2.0-litre turbo-diesel 147 TDI (\$52,290) exclusively in all-wheel drive.

It's a significant price-jump from the Life, and adds adaptive chassis control, 19-inch alloy wheels, chrome exterior styling touches, interior ambient lighting, upgraded 'Matrix' LED headlights and LED tail-lights, standard 'Vienna' leather interior trim with power adjustable front seats, a 23.4-cm touch-only multimedia interface, heated steering wheel and front seats, and privacy tint on the rear windows.

Finally, the top-spec R-Line is available with the same 162 TSI (\$53,790) and 147 TDI (\$55,290) all-wheel drive powertrain options, and includes massive 20-inch alloy wheels, a more aggressive body kit with blacked-out R







touches, bespoke R-Line leather seat trim, sports pedals, black interior headliner, variable ratio steering, as well as a sportier steering wheel design with haptic feedback touch control panels. Interestingly the R-Line loses the gesture control tailgate, making do only with a powered one.

The only options on the Elegance and R-Line aside from premium paints (\$850) is the panoramic sunroof which will set you back an additional \$2000, or the 'Sound and Vision' package, which adds a 360-degree parking camera, head up display, and Harman-Kardon nine-speaker audio system.

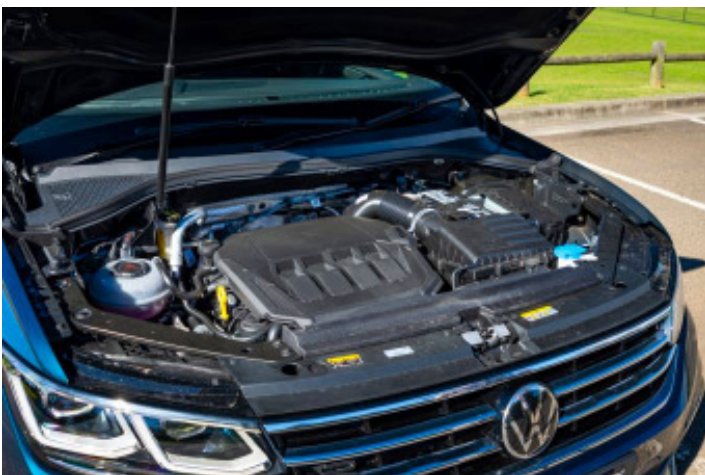
Every variant also comes with the full array of active safety features, which is a huge boost to value for buyers, so make sure to take a look at that later in this review.

Regardless, the entry-level Life now competes with mid-grades of rivals like the Hyundai Tucson, Mazda CX-5, and Toyota RAV4, the latter of which has a fuel-sipping hybrid variant that many buyers are searching for. European and UK VW buyers can order the Tiguan eHybrid, but it's not available in Australia.

#### What are the key stats for the engine and transmission?

The Tiguan maintains a relatively complex engine lineup for the class.

The entry level Life can be chosen with its own set of engines. The cheapest of which is the 110 TSI. It's a 1.4-litre turbocharged petrol engine producing 110 kW/250 Nm driving the front wheels via a six-speed dual-clutch automatic. The 110 TSI is the only front-drive option left in the Tiguan range.



Next up is the 132 TSI. It's a 2.0-litre turbo-petrol producing 132 kW/320Nm driving all four wheels via a seven-speed dual-clutch automatic.

The Elegance and R-Line are available with the same two higher-powered engine choices. This includes the 162 TSI 2.0-litre turbo-petrol which produces 162 kW/350 Nm, or the 147 TDI 2.0-litre turbo-diesel which produces 147 kW/400 Nm. Either engine is mated to a seven-speed dual-clutch automatic and drives all four wheels.

Volkswagen's engine options here are generally punchier than many of its rivals, some of which still make do with older naturally aspirated units.

Missing from the picture for this update is the word seemingly on every buyer's lips at the moment - hybrid.

As I mentioned, there are hybrid variants available overseas, but due to ongoing issues with Australia's relatively poor fuel quality, VW has been unable to launch them here.

#### How much fuel does it consume?

Whiz-bang dual-clutch automatics are meant to make for lower fuel numbers, and it certainly seems to be the case for the Tiguan, at least on its official figures.

The 110 TSI Life we tested for this range review has an official/combined consumption figure of 7.7 L/100 km,



while our test car saw around 8.5 L/100 km.

Meanwhile the 162 TSI R-Line also sampled has an official figure of 8.5L/100km, and our car returned a dash-reported 8.9 L/100 km.

Keep in mind these tests took place over only a handful of days rather than our usual weekly test, so take our numbers with a grain of salt.

Either way, they are impressive for mid-size SUVs, particularly in the case of the all-wheel drive 162 TSI.

On the downside, all Tiguans require a minimum of 95RON as the engines are incompatible with our cheapest entry-level 91.

This is due to our particularly poor fuel quality standards, which look set to clean up if our fuel refineries get an upgrade in 2024.

#### What's it like to drive?

Given that so much is similar across the Tiguan range in terms of its spec and fitment, which variant you choose primarily influences the experience behind the wheel.

It's a shame, for example, that the entry-level 110 TSI



hasn't been tweaked for this facelift, as our gripes with this variant still stand.

The 1.4-litre turbo is efficient and reasonably punchy for its size, but has an annoying power lull when it comes to a stop which can work with the dual-clutch to make for some laggy, glitchy moments.

Where the base car shines, though, is its ride. Like the Golf below it, the 110 TSI Life strikes a fine balance between ride quality and comfort, proving to insulate the cabin well from bumps and road impurities, while giving it enough driver engagement in the corners to feel a little like a giant hatch.

We weren't able to test the mid-grade Elegance, nor did we sample the 147 TDI diesel for this test, but we did have a chance to drive the top-spec 162 TSI R-Line.

Straight away it's evident there's a strong case for paying the extra for more grunt. This engine is excellent in terms of the power on offer, and the way it's delivered.

The big boost in these raw figures helps it deal with the extra weight of an all-wheel drive system, and the extra low-down torque makes it an even better match for the snappy dual-clutch automatic.

This has the effect of removing most of the annoying jerky moments from stop-start traffic, while allowing the driver to make the most of the benefits of the instantaneous dual-clutch shifts when accelerating in a straight line.

The all-wheel drive system, more aggressive tyres, and a sharper steering tune in the R-Line make it an absolute pleasure to turn into corners at speed, offering a handling prowess that betrays its shape and relative heft.

Certainly then, there's something to be said for splashing out on the larger engine, but the R-Line isn't without its downsides.

The huge wheels conspire to make the ride a tad harsh when bouncing off suburban road imperfections, so if you're primarily plodding around town and not seeking thrills on the weekend it may be worth considering the Elegance with its smaller 19-inch alloys.

Stay tuned for a future variant review with driving impressions for the 147 TDI, and of course the Allspace and full-fat R when they become available later this year.

#### What safety equipment is fitted? What safety rating?

Great news here. For this update, the entire VW safety



suite (now branded 'IQ Drive') is available even on the base Life 110 TSI.

Included is freeway-speed auto emergency braking (AEB) with pedestrian detection, lane keep assist with lane departure warning, blind spot monitoring with rear cross-traffic alert, adaptive cruise control with stop and go function, driver attention alert, as well as front and rear parking sensors.

The Tiguan will carry across its maximum five-star ANCAP safety rating as awarded in 2016. The Tiguan has a total of seven airbags (the standard six plus a driver's knee) and the expected stability, traction, and brake controls.

#### What does it cost to own? What warranty is offered?

Volkswagen continues with a competitive five year/unlimited kilometre warranty, the industry standard when it comes to its primarily Japanese rivals.

It will have more of a fight on its hands when Kia's next-generation Sportage finally arrives.

Servicing is covered by a capped price program, but the best way to keep the cost down is to purchase the pre-paid service packs which cover you for three years at \$1200, or five years at \$2400, regardless of variant.

Doing so brings the cost down to very competitive levels, although not to the absurd lows of Toyota.

#### Verdict

The Tiguan moves a smidge further upmarket with this facelift, now with an entry cost higher than ever, and while that might rule it out for some buyers, no matter which one

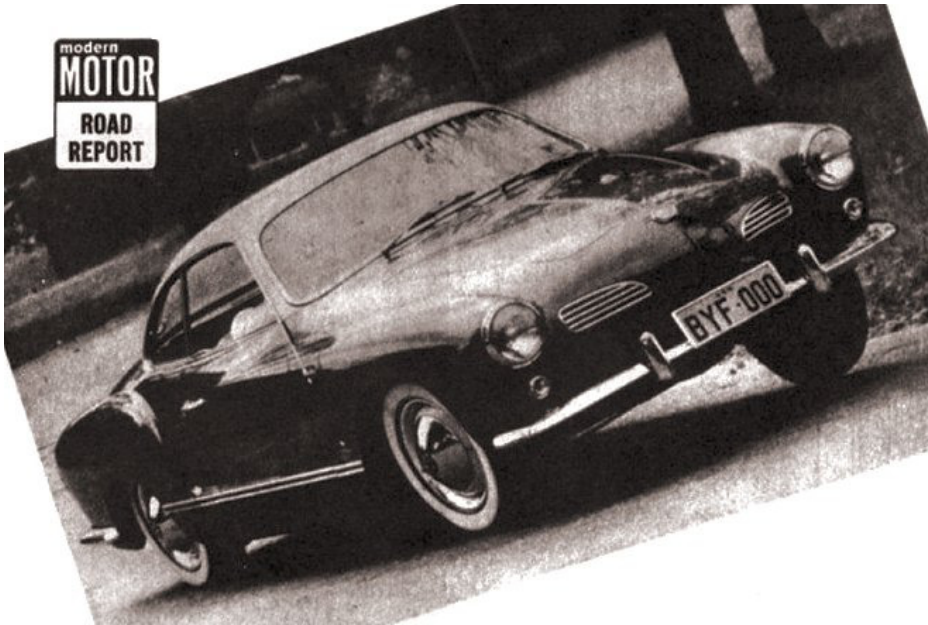
you pick you'd still be getting the full experience when it comes to safety, cabin comfort, and convenience.

It's up to you to choose how you want it to look and drive, which are ultimately subjective areas anyway. On that basis I have no doubt this Tiguan will keep its buyers happy for years to come.

Tom White







## Rich Folks' Wagon.

*Modern Motor, March 1960*

Natty Karmann-Ghia coupe clothes standard Volkswagen components in new style and luxury - and now it can be bought right here, reports David McKay

Until recently there were probably less than half a dozen Karmann Ghias in Australia - Sydney had three, Canberra one, and that was the lot, as far as I know. Official sales figure for Australia in 1959 was 13 cars.

Wherever these shapely cars went they attracted attention and gave rise to mild speculation on a new VW. The bold VW hubcaps were easily recognisable in passing, and the KG was soon labelled 'the new VW.' But, as time went by and nothing radically new came from Wolfsburg, the rumours began to fade.

Then suddenly, last November, Lanock Motors (the N.S.W. VW agents) shook the local VW world: on their showroom floor appeared a shiny new Karmann Ghia convertible.

That first evening William Street was full of VWs braking to a halt, doors flying open and VW addicts rushing to peer through the plate-glass at what was surely a new model at last!

But next day inquirers learnt the truth - yes, the KG was for sale (at £1850, including radio, screen-washers and seat covers) - and no, it was NOT a new VW model.

Progressive N.S.W. VW manager Doug Donaldson had ordered a couple of KGs despite VW Australia's doubts. The rush of inquiries has stimulated business and justified Donaldson's action. VW orders needed this shot in the arm, it seems, for even the addicts were starting to yearn for some changes to their beloved 'beetle' if only to show that they owned the latest model!

Wolfsburg has answered their prayers to a certain extent - the latest VW has received many worthwhile modifications. The engine is quicker, the rear suspension far less frisky; there's a new dished steering wheel, self-cancelling trafficators, and a stabiliser bar on the front end.

Now all these new features of the standard VW are also found in the KG, which in itself has been much improved since the first model was released at the 1955 Frankfurt Show.

Being among the hundreds who visited Lanock's showroom to inspect and rhapsodise over the KG convertible, I was able to wheedle Donaldson's own KG away from him for a road test.

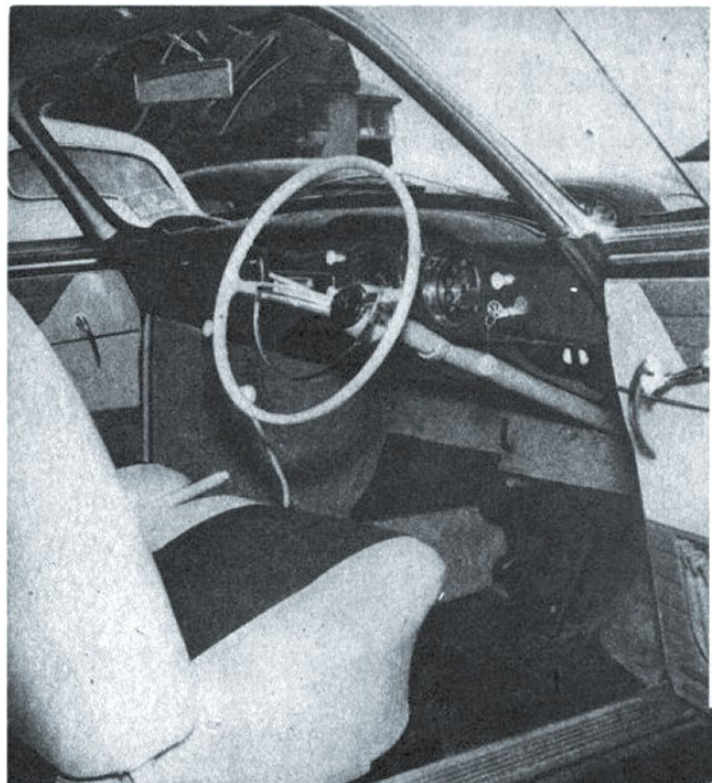
He warned me to expect shouted queries from passing traffic, particularly in the Harbour Bridge queues. He also said the price for the hard-top test car was £1598 - and that he had an embarrassingly long waiting list for the possible extra dozen or so that might come in during the year, all subject to the approval of the Wolfsburg factory and VW Australia, of course.

The test car was a lovely sight in its orange and off-white colour scheme; fully imported, it had a Porsche-like quality about the finish, both inside and out. All that seemed to be missing, apart from the Porsche's more energetic engine, were the fully reclining seats.

The KG has superb seating, but the seat-backs have only the normal VW three positions. Yet, behind the wheel, you get that Porsche-feeling again - that the car is built around you and for you personally.

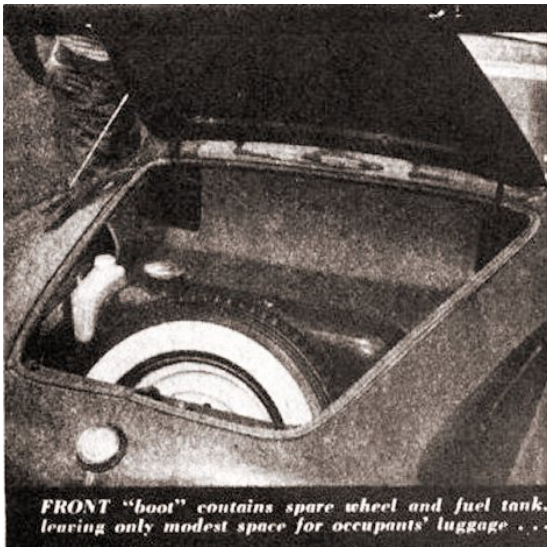
Everything is at hand - gear lever and handbrake perfectly placed, the foot controls somewhat more offset than in the VW, but perfectly spaced for the easiest of all 'heeling-and-toeing' movements.

Instrumentation is basic, in traditional VW fashion. There is the normal VDO speedo, plus warning lights, and a matching clock in place of the Porsche's rev-counter. Between

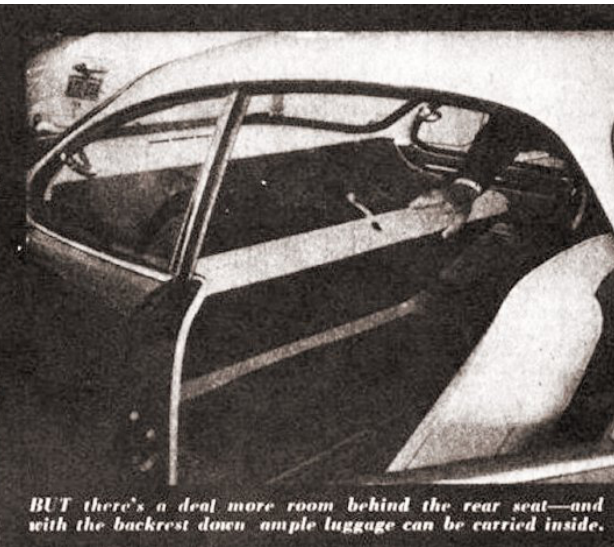


*CONTROLS and instruments are straight-out VW, including the new dished wheel; but cockpit layout is classier, pillars slimmer.*





*FRONT "boot" contains spare wheel and fuel tank, leaving only modest space for occupants' luggage . . .*

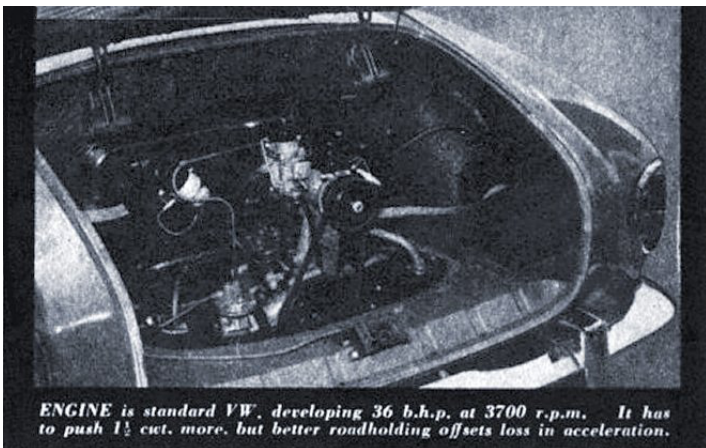


*BUT there's a deal more room behind the rear seat—and with the backrest down ample luggage can be carried inside.*

these two large dials nestles a fuel gauge. Windscreen-washers are fitted, and the test car had an AWA radio of good tone.

Gone are the restful sun-visors that VW owners have appreciated for years; instead, in keeping with modern safety policy, you get two padded visors - effective but not as restful.

Behind the two seats is an occasional seat for children, the back of which folds down to disclose a very useful luggage compartment. This occasional seat can be folded flat, so that a really generous amount of luggage can be carried when travelling two-up. Then, of course, there's a bit more space in the front 'boot' alongside the spare wheel and fuel tank.



*ENGINE is standard VW, developing 36 b.h.p. at 3700 r.p.m. It has to push 1½ cwt. more, but better roadholding offsets loss in acceleration.*

At the rear of the car is found the faithful air-cooled VW engine, standard in every respect and developing the same 36 b.h.p. at 3700 r.p.m. Alongside the engine is mounted the 6-volt battery, as in the 'commercial' VWs. It leads a rather warm life in here and needs frequent topping up.

Chassis and suspension are straight-out VW, but the lovely KG body is decidedly heavier than the VW shell, and weight distribution differs from that of the standard car. The KG scales another 1½ cwt (76 kg) - and although the inevitable penalty is paid in acceleration, the KG wins hands-down on roadability.

### On The Road

First thing I noticed about the KG was its silence - gone is the usual VW whine, which has worried back-seat passengers in the past. Next I found the car anything but sluggish - it seemed to

revel in traffic-light grand prix and I had to watch those red lines on the speedo or the engine would spin silently and quickly well past the indicated change-points.

The ride over some of our worst city roads was very Porsche-like; there was little trace of the rather short, choppy movement of the VW - altogether far

smoother, yet without any sloppiness or 'float.'

But the real revelation was to come in the handling department. It was now all Porsche and no VW. Certainly there was a certain degree of oversteer - but it was very controllable and never unpredictable.

Out on the road, I must admit to being gratified by the admiring glances of young and old alike. I can't recall ever driving a car that attracted so much attention.

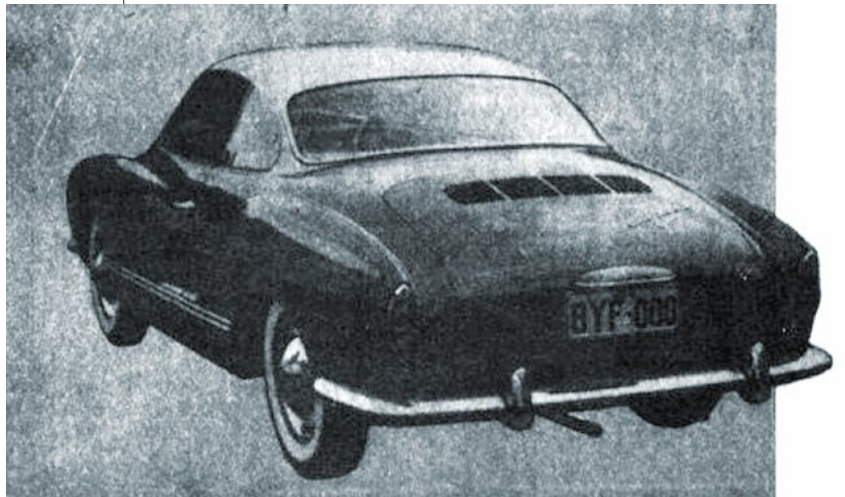
In the KG the VW owner gets the lot. He has been able to praise his 'beetle' to all and sundry, but he's never been told his car was 'lovely.' The KG is just that - and it has the wonderful advantage of combining good looks with reliability.

Perhaps the only thing lacking is a little more performance. Here, I think, the Swiss MAG blower is the answer. Any home mechanic can fit the unit in a couple of hours, and the improvement is astonishing.

Compared with a standard 1958 VW, the KG averaged 47 m.p.h. over my regular mountain circuit and climbed the test hill in 2 min 53 sec, while the VW recorded 46 m.p.h. and 2 min 58 sec. Yet the VW was 0.5 sec. faster from 0 to 30 m.p.h. and a whole 2 sec. faster to 50!

The KG was better at holding its maximum speed - here weight and shape helped - and its better roadability offset the VW's nippiness.

The test KG was a far nicer car than the one I drove in Germany in 1955. It seems safe to say that KG policy will be like VW policy - continually improving a winning design.





## Collectors' Corner.

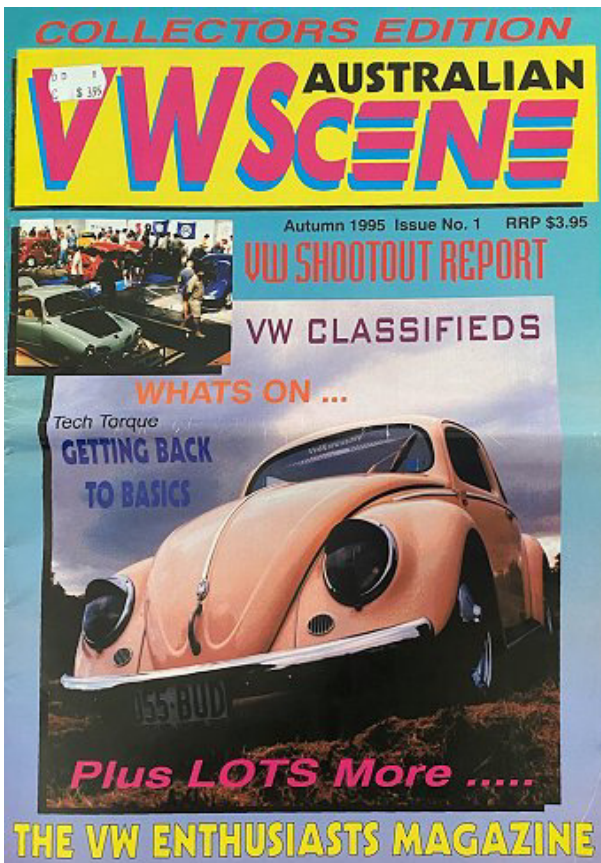
Here is another magazine series from 1995 to consider, one well worth adding to your collection if you can find examples of the 8 issues produced.

### Australian VW Scene.

In early 1995 Queensland-based VW enthusiast Lex Cowley and his wife Natalie began their own publishing company in Brisbane's Upper Mount Gravatt, called 'dubs-in-ink publishers.' They then produced the first issue of their own VW magazine. It was called 'Australian VW Scene.'

With assistance from legendary QLD VW tuner and racer Matt Berry as Technical Editor, and contributions from Dave Michaels, Ric Golen and 'VW Clubs Around Australia,' **Issue 1** was published in Autumn 1995. It was printed in a most unusual format, not in regular metric A4 or US standard magazine size, but rather in large US 'tabloid' format. This measures some 11 x 17 inches (279 x 432 mm). This is a little narrower but taller than our normal metric A3 (297 x 420 mm). It's the same size as the US 'ledger', but turned 90 degrees.

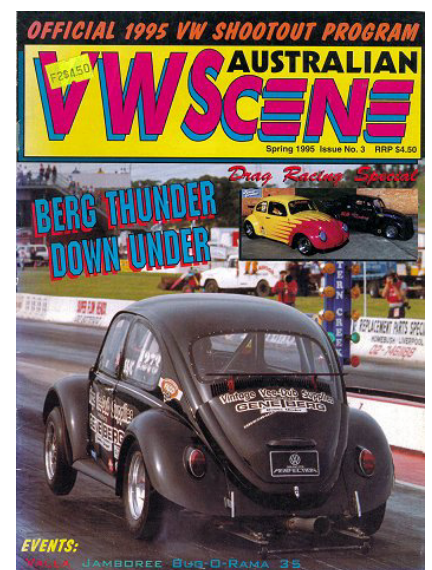
The finished magazine is slightly smaller in reality, due to trimming after the printing and stapling process. It was 40 pages of newsprint, mostly in monochrome black, but several pages of colour printing (on newsprint) towards the centre. The cover sheet was full colour on better quality glossy paper. The content was a mixture of features on VW shows around Australia, some quality VW show cars, tech tips, model VW collecting and a VW club listing. As was the fashion of the time, the design was a random mixture of font types, sizes and layouts, different headings, graphics and backgrounds on each page. Almost a 'scrapbook' look.



Issue #1 Autumn 1995



Issue #2 Winter 1995



Issue #3 Spring 1995

The magazine was distributed nationally by NDD Distribution Pty Ltd of Alexandria, Sydney and it was on sale for \$3.95. There can't have been a very high print run, as copies of Issue 1 were not advertised as back issues in subsequent editions, and are rather challenging to find today.

**Issue 2** appeared in Winter 1995, establishing Australian VW Scene as a quarterly magazine (initially). The print format was reduced in size by exactly half, by still using the US 'tabloid' size but turning 90 degrees and folding in half. This gave a sheet size of 8½ x 11 inches (216 x 279 mm), standard US 'legal' size, but due to the printing process a little more was trimmed from the edges than was usual. This gave a finished magazine of 7¾ x 10¾ inches (197 x 271 mm), an unusual size.

Otherwise the content was as before, mostly black and white on newsprint, with a few pages of muddy colour. Only the cover sheet was full colour on glossy paper. It was increased to 48 pages, with more contributors such as Stephen Muller and Juergen Seil writing about the Country Buggy. As before most of the articles were features on readers' cars, and event reports - in this case the 1995 VW Nationals, 'Australia's Premier VW Event.' There was a book review, latest VW news and an updated club listing (interesting to see that of the eight NSW and three National VW clubs listed in 1995, only two still exist - Club Veedub and Flat Four.)

**Issue 3** followed in Spring 1995, with the same format as before and the same 48 pages of mostly black and white newsprint and a full colour glossy cover. The price went up to \$4.50, due to a world-wide shortage of paper. The issue focussed on VW drag racing, especially the famous Berg black '67 Super Street Beetle brought to Australia by Richard Holzl and Boris Orazem at Vintage Veedub Supplies. Other VW drag racers from past and present were also featured, such as Peter Keegan, Henry Spicak, Stewart Twidale, Peter Page and Dave Butler were also featured. There were event reports on the VW Spectacular at Nambucca and the Phoenix Bug-O-Rama, features on readers' cars, tech tips and model VWs.

**Issue 4** appeared in early 1996, and while labelled 'Summer 1996' on the title page, was only labelled 'No 4 1996' on the cover. This was due to various production delays that made the issue rather late - it did not appear until February 1996, almost the end of summer. Still it was worth the wait,



and another very good issue. There were four event reports - WA Day of the VW, Flat Four Shootout at Enfield, QLD VW Action and the Formula Vee Nationals. There were more show car features, a story on VW racer Ken Virgin, and a special feature on rare VW collectables. Most readers enjoyed the issue and probably didn't notice that it had reduced in size back to 40 pages.

**Issue 5** appeared towards the end of Autumn 1996, the magazine's first birthday, but was just dated 'No 5 1996.' It was 'bursting at the seams and ready to grow and become bigger and better,' according to editor Lex. However it was still just 40 pages. This time there were five event reports - Tasmanian Show n Shine, Barossa Bug-In, SA Day of the VW, Dubs at the Pub, and the 1996 VW Nationals - drag racing at Oran Park and the car show at Valentine Sports Park. There were still a couple of features on show VWs, news on the then-sensational New Beetle, and a nice tribute to Gene Berg who had recently passed away.

**Issue 6** appeared at the start of spring 1996, and was dated 'No 6 1996.' This issue saw a major redesign and change of format. The magazine was now standard metric A4 in size, making it about 15 mm wider and 20 mm taller than before. Even better, the paper quality was vastly improved and was now full glossy paper throughout. There was more colour too; still not 100% colour, but many of the black and white pages were given a colour 'wash' to improve their look. The price was increased slightly, to \$4.95. It was still just 40 pages, but it was a much better product than before. Flat Four got a lot of coverage, with a club profile and a four-page program for the upcoming Shootout. There were four event reports, more show VW articles and the usual regular features. It was a vastly more impressive and professional effort.

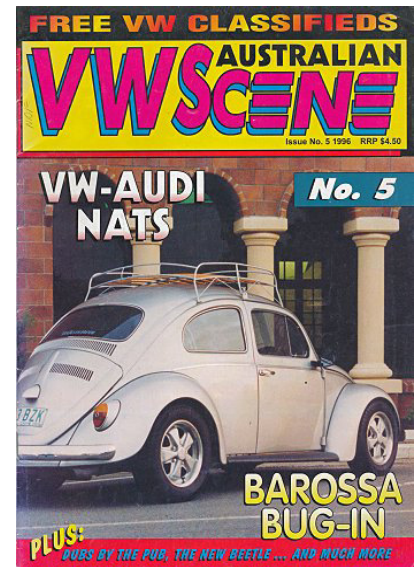
The quarterly schedule was abandoned, and the next issue - **Issue 7** - did not appear until the beginning of 1997. It was dated 'No 7 1997' and was still just 40 pages. There were four event reports - QLD VW Action Day, NZ Spring Jamboree, SA VW Cruise and the Flat Four Jamboree - 'Australia's premier one-day VW event.'

There were features on four cars - two stock Beetles and a Golf, and the much modified '68 Beetle of Craig Paton that ran 12.8 at 102.8 mph - 'Australia's fastest street Beetle' and then-holder of the Gene Berg Trophy. There was a look at the then new phenomenon of VW websites, and a report on the Bathurst Legends Rally driven by John Watt and John Molineux.

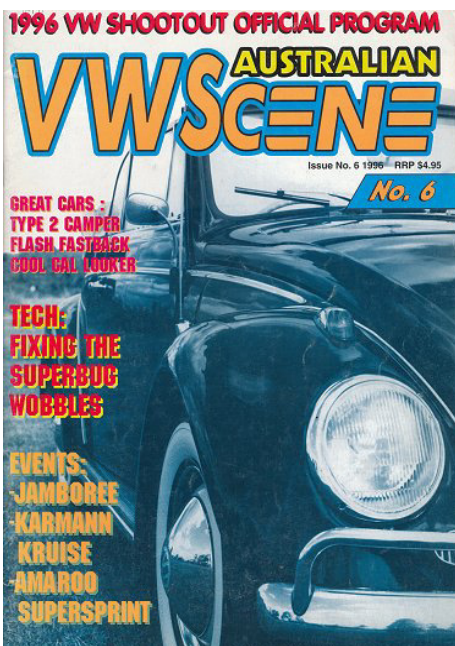
There was another long wait and **Issue 8** did not appear until the winter of 1997, some six months after Issue 7. 'We are now into our second year of Australian VW Scene,' Editor Lex reported. The cover received a redesign, with new masthead, fonts and colour scheme. The magazine was also back up to 48 pages. There were 6 event reports - SA VW Festival, Gladstone VW Drags, Bendigo Bug-In, Illawarra Volkscopy, Dubs By the Pub Cruise, and the tenth VW Nationals (Oran Park and Valentine Sports Park). This was the year that Bruce and Winnie Meyers visited. There was an article on how to get a birth certificate for your VW, how to replace window rubbers, a detailed story on Stan Pobjoy and



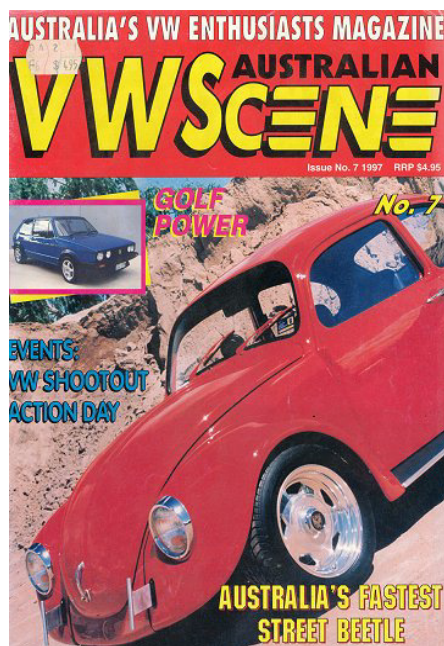
Issue #4 Summer 1996



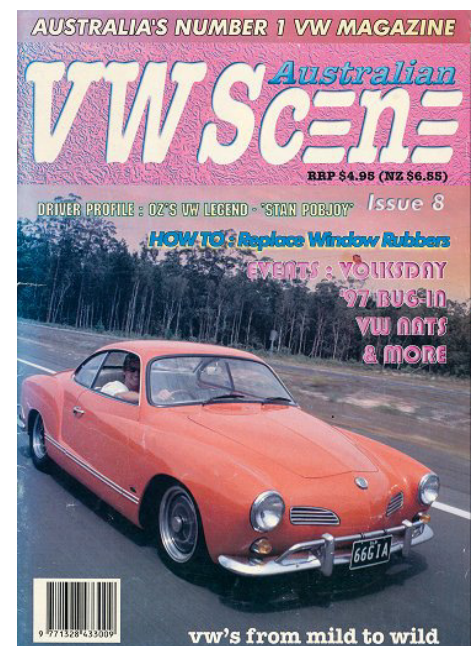
Issue #5 1996



Issue #6 1996



Issue #7 1997



Issue #8 1997



a tech article on crankshafts. It was the best issue of Australian VW Scene yet.

Unfortunately it was also the last. Issue 9 was due at the end of 1997, but it never appeared.

There was no notice of the end or a farewell in Issue 8, so Lex certainly had intended continuing on. Perhaps he came under increasing competition and financial pressure from the much larger Express Publications and their 'Paradise' VW magazine series. In his Editorial in Issue 8, Lex gave a clue when he wrote: "Let's make a difference and make sure we are here for some time... It may be time to take a stand and decide what you want from the Volkswagen scene in Australia. Make a difference and make a choice to who is treating you the reader and enthusiast as enthusiasts, and not mere dollar-raising page watchers."

Whatever the reason, Lex was not able to produce a ninth issue, and his very good VW magazine series sadly came to an end.

Issues 2-8 are reasonably easy to find at VW swapmeets and from VW on-line sellers, but issue 1 can be quite difficult to find. But it's a rewarding series to add to your collection.



## Zelectric VW Beetle.

15 years ago, the average gearhead would have told you the auto-apocalypse was nearing. "Oil is drying up, the government is out to ruin car culture, and it won't be long before we're all zipping around in soulless electric snoozemobiles," the melodramatics would declare.

But that concern doesn't seem to be so prevalent today. Perhaps it's manufacturers like Tesla that have changed the minds of motorists, but it doesn't seem to be all so doom and gloom now that we've been exposed to a few cool electric cars. While I'm a proponent of petrol power and always will be, the idea of daily driving a hybrid or an EV doesn't seem too threatening so long as we can still have our fun weekends - but what about combining the two somehow?

While my initial response towards the idea of a rechargeable classic was an unapologetic, perhaps there's room for an exception - a converted-to-electric classic that'd get the nod of approval from the motoring masses, but what car could pull off such an otherwise blasphemous concept? Well, the Volkswagen Beetle, of course.

The 'people's car' is an obvious choice to represent a classic vehicle updated for practical use, and VW made more than 21 million of them, so there are plenty still available to go the way of kilowatts without too many purists looking for

the pitchforks in the garden shed. Given the Beetle's affordability and availability, they've probably been modified over the past 75 years more than any vehicle ever produced, along with Fords and Chevys.

Being so plentiful, lightweight, and inexpensive makes the Bug a prime candidate to go electric. Charming as they are, old VWs are hilariously underpowered in stock trim, making the instant torque delivery from an electric setup all the more sensible an upgrade. Plus, the Beetle is arguably the strongest ideogram of the hippie movement second only to the Microbus and the peace symbol, and what's more hippie-dippy these days than an EV?

The idea of a Bug driven down Electric Avenue seems like a perfect meld of mechanics that many would opt to create for themselves, but a quick search will uncover countless half-baked homebuilt conversions that look more like a fire hazard than anything eco-friendly. The beautiful Sea Blue '64 Beetle pictured here is not some messy garage assemblage of batteries and miles of wires though. That's because this machine is a product of Zelectric Motors, a San Diego-based auto house tailored to putting some more voltage in your air-cooled Volkswagen.

But what separates this build from other EV classics goes beyond the meticulously clean powertrain installation. The Zelectric approach encompasses the entire vehicle - this is far more than just a Bug with an electric motor installed. Their ultimate aim is to provide a radically improved overall driving experience. In support of the added weight and the increase in power, select components are upgraded under the skin, including a new transmission, tires, suspension, brakes, LED lighting equipment, wiring, electric heater, and shifter. With such a comprehensive construction, I was amazed to hear everything is reversible; no structural chassis alterations are required for the switch to instant zip.

The Zelectric Bug starts off as an older (1958-1966) VW Beetle. Out goes that old air-cooled engine, replaced with a 63 kW electric motor - more than double the horsepower of the original internal combustion engine - and a 22 kWh lithium iron phosphate battery, good for between 130 and 160 km. Zelectric also upgrades the transmission to cope with more torque (163 Nm), and the batteries are said to be good for at least 100,000 km.



The car is not especially cheap, however. Turnkey ZelectricBugs purchased outright start at US\$68,000 (\$A97,300) or the company will retrofit your own car from US\$49,000 (\$A70,100). Microbus rebuilds start at





US\$55,000 (\$A78,700), and the company says it will also convert air-cooled Porsches (356s, 911s, 912s, and so on) as well as Fiat 500s.

With only one moving internal part, the zero-maintenance powertrain was designed to handle the abuse of 100 years of non-stop use - remember Murphy's law. Visually, the only hint that this car is no longer packing a flat-four is the lack of tailpipes. Otherwise, it's aesthetically 1964 with the 2020s hiding under its 55-year-old body. So, it still looks like a classic, but what's it like to drive? Thankfully Zelectric founder David Benardo made the time to meet up and let me have a go in the latest Beetle the company's built.

"Is it on?" I asked David, who assured me that (despite the complete silence) the car was in drive mode. I depress the clutch, engage first, and give it some throttle. Zero hesitation. The car pulls away eerily quietly with the only noise being the faint humming whine emitting from the four-speed transmission - that's right, this thing is still a manual. Although technically you could treat the gearbox like an automatic, the gear ratios do make a difference in performance and range.

The accelerator pedal has good weight and a very quick response. The clutch feels standard, the shifter is direct enough, and the upgraded brakes work well. Soon after pulling away and getting a feel for things, David flips a toggle switch on the dash to engage the regenerative engine braking system; I let off the throttle and the car promptly decelerates. It is so quick to shed speed in fact, that in regen mode I never touched the brake pedal. Being a customer car that was just getting buttoned up, I was driving extra cautiously, but David insisted I give it some more juice - that's all the encouragement I needed.

It pulls hard. I wouldn't call it outright fast, but considering the snail's pace of a combustion-powered Beetle, this Zelectric special moves with a sense of urgency. It's also perfectly linear in delivery, which definitely adds to the sensation of gaining forward velocity, especially when acceleration isn't interrupted by shifting. On the highway, it's best left in fourth for optimal range, which in this configuration is between 130 and 160 km - you're not going to be taking lengthy road trips in the thing, but it sure is a cool, fun way to run around town.

I've driven stock vintage Beetles and by comparison this car feels much more solid. There's a hefty case of lithium batteries over the front axle in place of the original fuel tank and an additional set of batteries sandwiched between the firewall and rear bench. The overall increased weight of

around 110 kg is noticeable, but it doesn't make the car feel so much heavy as it does more planted. It feels secure on the road also in part due to the improved 60/40 weight distribution.

Like the rest of the car's tidy presentation and meticulous finish, the engine motor compartment is just as squared away. The Zelectric engineering team has taken great care in integrating the EV conversion, displaying only the more attractive components and craftily concealing the less visually appealing bits. The motor is even a tad reminiscent of a conventional engine, even if just superficially.

This car makes sense. It's turnkey and ready to go for a hundred miles, plus with more efficient batteries under constant development it won't be long before the range options increase. Actually, Zelectric's next projects are already seeing a bump up in range thanks to state-of-the-art lithium cells derived from Tesla. Just considering the figures alone, it's already more than double the original horsepower and torque output with minimal weight gain - what gearhead would turn their nose up at that? Plus there is no more tuning of carburetors, no valve adjusting, no replacing plugs and points and no more pesky oil leaks - just unplug, hop in, and drive away emissions free. It's still air-cooled, too.



This sort of tech is only getting better and Zelectric is ahead of the curve. As for now, they're exclusively working with vintage VW models and have done several Beetles, a few Microbuses, a couple of 181 Things, and even a Karmann Ghia (they've also done some early Porsches if you like that idea). Zelectric will source you a vehicle if you don't already have a donor and every build is different based on the extensive options list. Every vehicle is made-to-order and delivered turnkey (batteries included, no assembly required).

Is this application for every classic? Absolutely not, and Zelectric acknowledges that, which is why they're focusing on old Volkswagens not performance cars. These are cruisers meant to move in style, not carve canyons or enter wheel-to-wheel competition - though one of these Beetles would give Herbie a run for his money. With a top speed upwards of 160 km/h, and significantly faster acceleration over stock, all neatly nestled into a plug-and-play package, what's not to like about this Love Bug?

After all, this is really what the hippies would have wanted.

Andrew Golseth





The Trakka conversion based on the VW Microbus.

## Trakka Camper.

*The Manly Daily, May 1983*

The camper van concept has come a long way since the late 1960s when Volkswagen launched the Campmobile as the first factory produced unit sold in Australia.

Volkswagen no longer distributes campervans directly, but its rear-engined Microbus is still the basis of the most successful unit of its kind built today.

The reasons for the improvement are the experience gained from nearly two decades of campervan design and the advent of the elevating roof, or pop-top. While German conversions had roofs that tilted upwards from the front by hinging at the rear; and British ones lifted up to one side, the Australian ones lifted straight upwards all around.

This kind of pop-top is an Australian idea which has revolutionised campervan and caravan design. Pop-tops allow lower roof heights, cutting down wind resistance (and fuel consumption) when touring.

Once the camper is parked, the roof can be raised by fingertips to provide exceptional headroom.

In the case of the Trakka conversion, the pop-top adds only five centimetres to the overall vehicle height but, when open, creates sleeping space for two. This 'upper storey' has its own ventilation flap with insect-screens.

In the Trakka conversion, the pop-top runs almost the full length and width of the vehicle and is supported by gas-filled struts. When lowered, it automatically locks in place.

Apart from cutting down wind resistance, the pop-top concept means the vehicle's standard height is practically unchanged. It can be parked in most garages and carports.

Campervans are not competitive with conventional caravans in terms of space efficiency, because of the limitations imposed by the mechanical components and driving controls.

But they score handsomely in lower fuel consumption, ease of manoeuvring, stability at speed and versatility.

From a family point of view, a caravan is of little use except when away from home, but a campervan can be used as everyday transport and seats up to five people. It is also more suitable than a caravan for driving over rough roads.

A major advantage is that a campervan can be parked at home like any other vehicle, whereas a caravan is usually left in a caravan park (at extra expense) or stored on a driveway or in a garden corner.

On the debit side, campervans are relatively small, and

when more than two people are camping, it is best to extend the accommodation with an annexe or tent.

My test vehicle was provided by Trakka Conversions, a specialist firm which once produced Campervans based on the previous model Kombi van.

Trakka has won an Australian Design Award for its work and claims to be Australia's second-largest conversion specialist. The firm converts almost any kind of two-wheel and four-wheel-drive vehicle to camping specifications, at a cost between \$4000 and \$7000 depending on needs.

Most of its work is based on box shaped, forward control vans such as Toyota Hi-Ace, Mitsubishi Express and Nissan Urvan.

But managing director David Berry's personal camper is based on a Volkswagen Microbus, the only rear-engined passenger vehicle sold in Australia.

From a camper point of view, the main advantage is the rear engine allows a neat walk-through between the driving cab and the 'lounge' behind. This makes the cab an integral part of the living area.

To emphasise this, Trakka offers an optional front passenger seat which swivels to face the rear.

Most vans have their engines located under the front seats, so it is not possible to walk from the cab to the rear section. However, such vehicles also have walk-through rear doors which rear-engined designs do not.

In the case of the VW, the rear loading tray is relatively high, to cover the engine, but the Trakka conversion makes use of it to form part of a flat double bed.

The bed is made by folding down the rear seat and covering it with foam rubber cushions. The size is 1.8 metres long and 1.15 metres wide.

David Bery says he chose the VW Transporter for his personal camper because the extra interior room provides a feeling of greater spaciousness than is possible with other van conversions.

The very practical design sleeps four people - two on the double bed and two in the space created when the pop-top is raised.

The kitchen area consists of a 240/12 volt refrigerator and a steel sink with an electric pump. Nearby is a gas-fuelled twin burner stove which can be swivelled towards the open door, allowing the cook to stand outside the van.

Alternatively, the stove can be quickly detached for use in a separate barbecue area. The stove can also be used at home when not needed for touring.

A feature of the design is the extensive storage space which includes special food racks and a large cupboard under the rear seat.

The 1983 VW Microbus comes in two models, priced from \$15,250. It is also available as the luxury Caravelle, priced around \$16,450 in manual transmission form.

Both vehicles have the same mechanical specifications, including a 2.0-litre, fuel injected, air cooled engine, rack and pinion steering and four wheel independent suspension and optional automatic transmission.

Converted to full Trakka specifications, the vehicle was driven for 1000 km, mainly at expressway speeds. It used an average of just under 14 litres per 100 km for the trip.

The Microbus is the best handling and riding van of its type I have driven, being less sensitive to side winds than

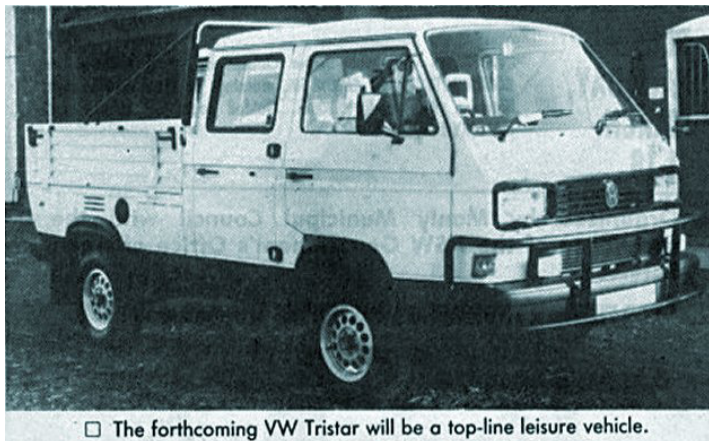


others and very sporty in its cornering characteristics. From an engineering standpoint it is far superior to its Japanese competition.

Despite the high price, it lacks such driver convenience as a day-night mirror, speedometer trip meter and rear windscreen wiper.

The camper version can be ordered through a VW dealer or direct from Trakka Conversions.

Pedr Davis



□ The forthcoming VW Tristar will be a top-line leisure vehicle.

## Tristar challenge to Japanese.

*The Manly Daily, Wednesday 21 February 1990*

Volkswagen has returned to the local market with a new range of light commercials, and plans to cement its presence with some interesting new models at a later date.

The new VWs are priced competitively against the Japanese imports and not considerably higher, as in the past.

The least expensive model - the VW Delivery Van - will sell for under \$20,000, plus on-road.

Volkswagen officials say that the national network of dealers is being upgraded to handle a large increase in sales.

One of the most significant new models is a double-cab pick-up which will be sold with two-wheel drive or four-wheel drive. It will be launched at the same time as the VW Golf GTI.

Tristar, a special 4WD version of the double cab is expected to have a big impact on the leisure market.

It combines the load space of a pick-up with a four-door, five-seater cab and can carry 850 kg. It features an underfloor locker.

The Tristar can be used for towing, touring, camping and off-roading.

It will be equipped with power steering and a 'Syncro' four-wheel drive system employing a viscous coupling to proportion the drive between the front and rear wheels.

The fully independent suspension gives an exceptionally smooth ride for this type of off-roader.

The Tristar is due later this year. Meanwhile, the spotlight is on the Kombi van which sells for less than many Japanese competitors.

Powered by a 2.1-litre, 70 kW fuel-injected engine, it comes with a five-speed manual or three-speed automatic transmission.

The load capacity is high for the class at 980 kg and the van is expected to gain a sizable slice of the delivery market.

For leisure use, there's an all-new Caravelle with a significant price reduction at \$31,145.

Powered by the same engine as the Kombi, it has seven seats trimmed in velour and arranged in a two-two-three format.

The rear engine and seating layout allow a walkthrough facility for easy access between the cab and main passenger compartment.

Power steering, central door-locking, tinted glass and a tachometer are standard equipment.

For off-road enthusiasts, the Syncro all-wheel drive is offered in three models - standard two-seater, deluxe and the upmarket Caravelle priced from \$32,450 to \$47,000.

The Syncro uses new technology to convert the respected mini bus into a very versatile vehicle.

Using a simple but effective viscous drive system, it can decide without reference to the driver whether to power two or four wheels.

Having driven a prototype five years ago, I can affirm that the system is brilliant. At all times, the driver is unaware how many wheels are being powered.

As soon as one rear tyre starts to lose traction, the viscous coupling detects the slip and automatically engages and drives the front wheels as well.

The engine normally powers the rear wheels via a four-speed gearbox and constant velocity joints with a maximum speed of 135 km/h.

When the need arises, the front wheels are driven via a propeller shaft and the viscous coupling. There's a low ratio for off-road work.

Other features include front-wheel disc brakes, rack-and-pinion steering and the ability to wade through water up to 35 cm deep.

Power steering and differential locks are fitted to some models.

New to this market is the Carat, an executive six-seat people-carrier with luxurious appointments.

Fitted with alloy road wheels, integrated bumper and spoiler and automatic transmission, it is top model of the range.

The Trakka camper revives memories of the original VW Campmobile. This was the concept which in the 1970s gave birth to the idea of a forward control van fitted with bunks, mini kitchen, cupboards and external power point.

Unlike the original Campmobile, the newcomer is suitable for off-road adventures as well as other recreational pursuits.

Based on the Caravelle, it offers an exceptional standard of safety, riding comfort and good handling.

Having the engine at the rear means that the front seat occupants can walk into the rear passenger section and this makes it especially suitable for camping.

The rear-mounted engine benefits the weight distribution because the loads on the axles remain the same almost regardless of the cargo.

Pedr Davis



# Jeff's Facebook finds.



**THE CLASSIC VW BEETLE OWNERS CLUB**

Richard Koskinas • 7h • 📷

Ready ?



👍👍👍 180

10 Comments

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**Duncan Foy**

I now believe that you can 3 point turn in the suez canal

VW Station wagon 73 mod, reg 5/86, slight front accident damage \$500 ono (GHV584) 526 2015. 02338438

VW Station wagon, good cond. \$1200ono (GKN581) 487 1574 02340394

VW SUPERBUG 71, 1835cc Stage 1 pwr tuned motor, mech A1 mags, Momo sports steer, whl, Clarion stereo & Graphic equalizer \$2950ono (NPD101) 521 6371 02340312

VW Superbug Mech A1 ECQ699 LD7617 \$2995 745-1000 02343474

VW SUPERBUG 71, 9 mth reg, good condition \$2,200 (GC625) Phone 759 5584 02344023

VW SUPERRBUG 72, Red, immac cond thru'out, disc brakes, gd tyres & engine, re-sprayed, \$3900.ono. 627 1105 02336772

VW 1600 Porsche Beetle, fibre-glass guards, whale tail, 10"chrome wheels, TA radials, fully re-trimmed, stereo sound system, re-sprayed Porsche Red, 10 mth reg \$4,200 ono (KM883) NT. Phone 652 1603. 02341571

VW 1600 sedan, 71, goes well, good cond, \$900 ono (LKE991) 798 4023 02339237

VW 1600 TL mod, \$150 FP no reg (LD139) 3 Smallwood Ave. Home-bush 02344215

VW 1970, 1600, type 3, good condition, 11mths reg (BMZ663), \$1250 Phone 684 1504 02337361

VW 1973 type 3 TLE good cond, mech. A1, orange reg 11/85 4 new tyres & disc brakes, \$950 ono 628 2315 02341197

VW 64 very reliable, exc cond, reg 10/85, (DHR524) \$750. Phone 651 2285. 02336919

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Fire has destroyed this house in Glenhaven Road, Glenhaven. The Volkswagen in the foreground is just a charred wreck.





## The late news.

Well that's all for this month. But before we go, here is the late news.

Convicted murderer OJ Simpson has been released from gaol, and is going to get married again. His lawyer told reporters he is going to have another stab at it.

Thieves broke into the Sydney Fish Markets last night and stole 200 kg of barramundi, flathead and bream. Police arrested a man 130 cm tall but threw him back because he was too small. Another man who got away was said to be 4.8 metres tall and weighed 390 kg.

We've just heard that a semi-trailer has dropped its load of onions all over the M7 motorway at Quakers Hill. Motorists are advised to find a hard shoulder to cry on.

Hollywood reports that Dolly Parton has been signed to play Quasimodo, in a new film called 'The Hunchfront of Notre Dame.'

Queensland premier Anastasia Palaszczuk met with her staff today to discuss the NSW boarder. He can stay for one more week but his board will go up and breakfast will no longer be included.

Police are investigating the vandalism of the sign outside the office of the Minister For Public Works. Someone has spray-painted underneath, 'Oh No He Doesn't.'

Sydney Buses last week advertised job vacancies for new bus drivers. For three hours nobody turned up. Then 23 came all at once.

A new scientific study has discovered why men urinate in the bushes at beery backyard parties. It's because there's always someone throwing up in the toilet.

A man who swallowed a boomerang was released from Alice Springs Hospital today - 27 times.

A new motion picture will be released to local cinemas next week. Set in exotic Asian locations, the new film features table tennis, musical numbers, and some classic horror and gratuitous sex. It's titled 'I played ping pong and had a sing song and a ding dong with King Kong in Hong Kong.'

Sea World in Queensland report that their pod of dolphins have escaped to the sea. They don't yet know if it was an accident, or if someone left the gates open on porpoise.

The world's most famous designer of jigsaw puzzles was divorced today. His wife discovered he was keeping a piece on the side.

The small town of Norradoo in western Victoria recently celebrated its 100th anniversary, with its population steady at 503 people. The mayor told reporters the town had always had exactly 503 people. When asked if the town ever had babies, the mayor said yes of course. But every time a baby was born, some bloke had to leave town.

An eighty year-old man today appeared bright and bushy-tailed after his honeymoon. However his twenty-two year old bride was not as happy, emerging tired and dishevelled from their hotel room. She told reporters he had been saving up for sixty years. She thought he was talking about money.

A new Australian-themed restaurant has just opened in Chicago. It specialises in Australian seven-course meals - a meat pie and a six-pack of beer.

Mother Theresa has announced that she will be quitting the church. She said she will be getting out of the habit.

The drought facing western Queensland continues to worsen. The council in Mount Isa have now closed two lanes of the municipal pool.

And now for sport. In his new career move, English cricket captain Joe Root was today refused membership of the British Funeral Directors' Association. They did not want someone who kept losing the ashes.

Winner of the single-handed sailing category of the Sydney-Hobart yacht race, Mr Owen Smithers has been disqualified. He used both hands.

And so it's goodnight from me, and it's goodnight from him.

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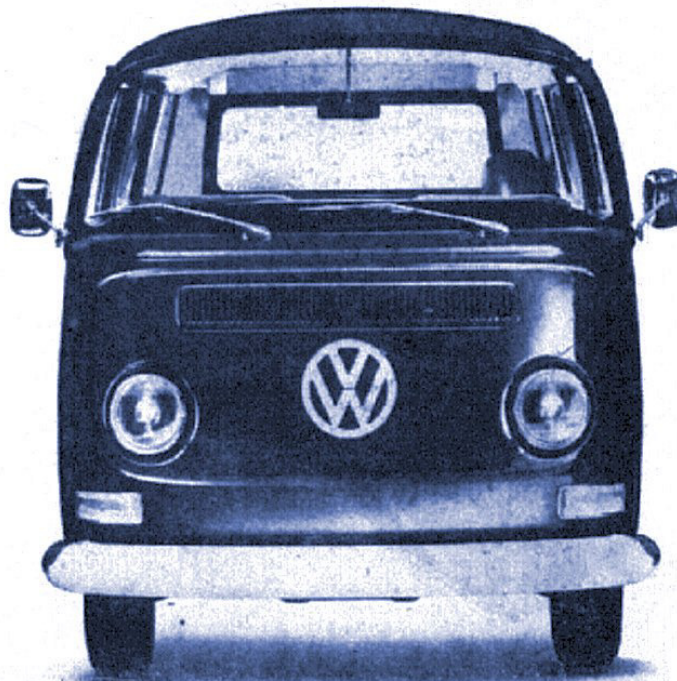
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